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The China Mail

ESTABLISHED 1846

大英八月八日 神拜四日
中華民國己巳年七月初四日

No. 27,252

HONG KONG, THURSDAY, AUGUST 8, 1929.

PRICE \$3.00 Per Month.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/11 3/16.

Cecil Bennett

Editor-in-Chief

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Established Over Forty Years.
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Registered Optometrist by Canadian
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KIDNAPPING OF YOUNG BOY ONE CONVICTION

INTERESTING DISCLOSURES IN KOWLOON COURT

"A MATTER FOR THE S.C.A."

The remanded case in which Li Tsat (36) was charged with the kidnapping of a five-year-old boy, from his mother at 127, Parkes-street, and Cheung Yuet (41) was charged with receiving the child, concluded at the Kowloon Magistracy, before Mr. T. S. Whyte-Smith this morning, when the mother of the child gave evidence along with three other witnesses.

The Police Story

Detective Sergeant Fitches reported that first accused was the aunt of the child's mother. Several months ago she ran away from her husband in Hong Kong with her two children and a kidnapper to Taiping, where she sold the boy and brought the girl to Hong Kong again. She went to complainant's house in Parkes-street on July 16 this year, and stayed till the 20th, when she told complainant that she would take her son, together with her child, out to "yum cha" (drink tea).

Complainant agreed and they went out, but the defendant never returned with her son. She sent a letter to the uncle, a brother of accused's husband, in Canton and he at once came down and traced the woman in Wanchai. Together with second accused the first went to the Wanchai Market, where she met a friend of complainant, and when asked if the boy was hers gave an affirmative reply.

Sold For \$140

The two accused took the child to 109, Praya East and there they sold him for \$140 to a ship chandler. The sale was witnessed by the buyer, accused, complainant's friend, and the shop employees, and was certified as lawful by the S.C.A. This happened on August 2, and on August 5, the Police, on receiving information, found the child in 109, Praya East, Wanchai, and returned it to his mother, who had reported to the Yaumati Police Station.

His Worship asked Sergeant Fitches if he was going to prove a charge of fraudulently taking the child, to which the latter replied that he would charge the first accused with kidnapping.

The mother gave evidence to the effect that she recognised first accused as the kidnapper.

Three other witnesses then gave evidence, which proved that the child had been sold for \$140.

His Worship discharged the second accused as there was no direct evidence that she had received the child.

One Year's Jail

First accused brought her child into Court with her, and when sentence of one year's hard labour was passed on her, she asked His Worship to settle about her child. An uncle offered to take the child and send it back to her father up-country, but the mother absolutely refused, claiming that the man was not the uncle.

The uncle said "You cannot be the real mother of the child if you sold your other one", to which accused replied: "I am the real and lawful mother."

His Worship told Det. Sgt. Fitches that the best solution would be for the S.C.A. to settle about the child's living while its mother was in prison.

Sgt. Fitches agreed and said that he would send it immediately to the S.C.A. for a definite decision.

Accused desired his Worship to let her child stay in prison with her, but Sgt. Fitches said it was not allowed unless the sentence was six months or under.

GOOD FOR COUGH?

A Chinese appeared this morning before the Kowloon Magistrate on a charge of hawking Chinese medicine without a licence.

Asked what he sold, accused told the Magistrate that it was nuts, which he obtained himself from the Lau Fung Mountain in Canton.

His Worship: What is it good for?

Defendant: Cough.

Sgt. Bernice: He has had a previous similar conviction, your Worship.

His Worship: Fined four dollars or four days.

WATER SUPPLY ALL RESERVOIRS OVER-FLOWING NOW EXCEPT TYTAMTUK

The "China Mail" learns this morning that Tytam intermediate reservoir is overflowing, which means that all the reservoirs on the Island are overflowing with the exception of Tytamtuk, which is still about 40 feet below the overflow level.

As already announced the daily two hours' supply from the rider mains become operative to-day.

If, however, Tytamtuk does not overflow, the authorities will have to withdraw the rider mains restriction before the end of the year, say, October. If it does overflow, of course all will be well, as a full supply for the winter months will be assured.

P.W.D. officials are engaged in the work of examining tanks in private tenements. Those found defective will at once be cut off from the rider main. Even so about 50 street fountains will still function, so that, in the case of a tap being cut off, the consumer can still have recourse to the street fountains.

DUTY NOT PAID

CHARGE AGAINST DEALER IN WINES

TWO EMPLOYEES INVOLVED

Mr. Hin-shing Lo appeared before T. M. Hazlerigg, at the Central Magistracy, this morning, to defend two of five Chinese who

INCIDENT IN KIUKIANG

European Custom Official Under Arrest

Kiukiang, Yesterday.

Mr. Anderson, a Chinese Maritime Customs Official, has been placed under arrest by the Opium Tax authorities here.

Mr. Anderson, it is stated, had discovered some opium on board the s.s. Kungwo, a British steamer, but was compelled to withdraw.

Subsequently both Mr. Anderson and his staff were arrested by order of the Opium Tax authorities.

Further developments are awaited with considerable interest.—British Naval Wireless.

were charged with the unlawful possession of a large quantity of dutiable wine, the duty payable on which was \$900.

In asking for a date to be fixed for the hearing of the case, Mr. Lo applied for bail for his clients who were only employees of the Chinese wine shop concerned.

The case for the prosecution was that two of the accused were arrested on Saturday carrying the wine in the street, and they took the Police to the wine shop, Sainyipun, West Point, where the other three were arrested.

Mr. Hazlerigg discharged two of the accused because there was no evidence to show that they were connected with the wine, although they were on the premises.

The master of the shop and the two carriers of the wine (Mr. Lo's clients) were remanded till Monday next. Mr. Lo's clients were granted bail in the sum of \$250 each.

HAWKERS SATISFIED!

Three Chinese appeared before Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning on a charge of selling articles other than those detailed on their hawkers' licences.

All three pleaded guilty. The third accused kept continually wiping his right eye.

His Worship: What is the matter with your eye?

Accused: It is sore, your Worship.

His Worship: Oh, I see. Fined two dollars each.

The three left the Court satisfied.

REDS IN SZECHUAN

According to a Royal Naval wireless message there appears to be a certain amount of Communist activity in the province of Szechuan. A slight disturbance, in which Chinese soldiers participated, has also reported, but this appears to have been promptly suppressed.

BARKER'S BUNGALOW PURCHASED FOR BOY SCOUTS

COMMISSIONER UNFOLDS DETAIL OF SCHEME

IDEAL CAMPING ISLAND

Those who last evening attended the concert at the St. Patrick's Club concert hall, given in aid of the Group Funds of the 16th Hong Kong Group (Catholic Cathedral) Boy Scouts, were let into a secret by the local Commissioner, the Rev. G. T. Waldegrave, who announced that the local Boy Scouts' Association had bought "Barker's Bungalow" on the little island at Saiwan. It was the intention to use the island as a training quarter for Scoutmasters, whilst little sites would also be laid out on the island as camping ground for the Scouts.

Week-End Camps

This would mean that Scouts from any Group would be able to camp out during any week-end, and thus have a better opportunity of practising Scout craft. All a group of Scouts had to do was to apply to Headquarters for a site to be allotted them for a week-end, and they would find tents and other camping outfit, including cooking utensils, at their disposal, supplied by the Association and kept on the island for their use.

All the Scouts had to bring along was their own food, and if they were prepared to eat rice and what fish they could catch from the sea a week-end on the island would require very little outlay of money on the part of a Scout. It would mean only 10 cents, in fact, for tram fare to and from the Shaukiwan tram terminus.

Public Appeal Intended

Mr. Waldegrave added that before all this could be accomplished, however, there must be an outlay of a good bit of money. He would not say just how much money they wanted, but soon a public appeal for funds would be made, and he hoped that the public generally would give the Scouts' Association the same hearty support which those in the hall had accorded to the 16th Group.

Scouts, Mr. Waldegrave said, could not beg for money; they had to earn all they required; but there was nothing to prevent officers, specially the Commissioner, from begging, and he (the speaker) was confident that he would get the money he wanted.

USED IN WAR

GERMAN PISTOL ON POLICE PIER

FOUND BY PUNJABIS

At the Kowloon Magistracy this morning, Police Sergeant P. Kellet asked his Worship to confiscate a pistol, which was found on two Indian soldiers of the 3/15th Punjab Regiment, on Monday at 3 p.m.

Sgt. Kellet stated that the pistol was found by the soldiers on the landing steps of the Police Pier, Kowloon. They handed it to Capt. Moriarie, of the same regiment, who sent it to the Police the next day.

His Worship asked if the pistol was of a good German manufacture?

Sgt. Kellet replied that it was, and the rust on the nozzle showed that it had been used in the War.

His Worship pointed out that the trigger was missing, and therefore it was of no vital use.

Sgt. Kellet: Will you make an order to confiscate the pistol?

His Worship: I will.

STOLE FROM BABY

YOUNG IN YEARS—OLD IN CRIME

JAIL AND THE CANE

A 14-year-old boy was this morning charged before Mr. T. M. Hazlerigg, at the Central Magistracy, with snatching a gold bangle from the wrist of a baby which was being carried on its mother's back.

He admitted the offence.

Accused: It is sore, your Worship.

His Worship: Oh, I see. Fined two dollars each.

The three left the Court satisfied.

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MR. GEORGE RAPP DEATH IN GOVERNMENT CIVIL HOSPITAL

WELL-KNOWN FAMILY

The death is recorded with considerable regret of Mr. George (Gustav) Rapp, which occurred in the Government Civil Hospital last night. He was 50 years of age and his sudden death comes as a shock to a very wide circle of friends.

For 30 years Mr. Rapp was with Messrs. John D. Humphreys & Son and was Secretary of Humphreys Estate and Finance Co. Ltd., until he retired last month.

He comes from a well-known family that has been in Hong Kong for two generations. A surviving brother, Mr. F. Rapp, shareholder. There are also married and unmarried sisters; and the widow and a family to mourn his loss. Much sympathy will be felt with deceased's aged mother.

The funeral will be held to-day, passing the Monument at 5 p.m.

MR. LAI IM-TO

DEATH OF WELL-KNOWN CHINESE MERCHANT

HEART FAILURE THE CAUSE

We regret to record the death of Mr. Lai Im-to at his residence, 517 Nathan-road, Kowloon, this morning, at 4 o'clock, from heart failure.

Mr. Lai Im-to was a well-known business man, being Manager of the Orient Commercial Company and a member of the Committee of the China Club.

The funeral will start from Pottinger-street wharf at 4 o'clock this afternoon for the Tung Wah Hospital Rest home, Jubilee-road.

1929 Rainfall ... 41.64 inches

Average 55.53 inches

Deficit 13.89 inches

DON'T WASTE WATER!

OUT OF WORK

JULY FIGURES SHOW A BETTER STATE OF AFFAIRS

EXCLUSIVE OF STRIKERS

London, Yesterday.

On July 29 the total number of unemployed was 1,154,100 being 31,457 more than the week before and 150,871 less than the year before.

This was exclusive of persons rendered idle by the dispute in the cotton industry, who are disqualified for benefit under the unemployment insurance.—British Wireless Service.

COTTON DISPUTE

LIKELY TO BE SETTLED BY ARBITRATION

DEADLOCK PREVAILS

London, Yesterday.

The position in the cotton dispute is still one of deadlock. Neither side

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital \$50,000,000
Issued and Fully Paid up \$50,000,000
Reserve Funds \$5,000,000
Sterling \$14,000,000
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Reserve Liability of Proprietors \$50,000,000

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Tel. C. 6147

PUBLIC AUCTIONS.



PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 12th day of August, 1929, at 3 p.m., at the Offices of the Public Works Department by Order of His Excellency the Governor, of one Lot of Crown Land at Shek Shan, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

PATELL & GHADIALI,
Sole Agents for
Guzdar Kajora Coal Co.
Hong Kong, 7th August, 1929.

No. of Sale.	Boundary No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1. 1600	Adjoining Lot No. 1600, Found. Land, 1600, Guzdar Kajora.	ft. ft. ft. ft.	ft. ft. ft. ft.	About	\$	\$

As per sale plan. 1600

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S.S. "DUCHESSA D'AOSTA" Sails on or about 3rd September.
M.V. "ESQUILINO" Sails on or about 12th September.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "VIMINALE" Sails on or about 20th August.
S.S. "PIAVE" Sails on or about 7th September.
M.V. "REMO" Sails on or about 17th September.
S.S. "DUCHESSA D'AOSTA" Sails on or about 5th October.

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" " Yokohama 285

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TENYO MARU Wednesday, 21st August.

KOREA MARU Wednesday, 4th September.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

IYO MARU Monday, 12th August.

SHIZUOKA MARU Monday, 9th September.

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FUSHIMI MARU Saturday, 10th August.

HAKOZAKI MARU Saturday, 24th August.

SYDNEY & MELBOURNE via Manila & Ports.

KAGA MARU Wednesday, 21st August.

TANGO MARU Wednesday, 26th September.

BOMBAY via Singapore, Penang, & Colombo.

TAMBA MARU Sunday, 11th August.

† TOKUSHIMA MARU Wednesday, 28th August.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
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BOKUYO MARU Monday, 19th August.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

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NEW YORK, BOSTON via Panama.

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† KAKO MARU Tuesday, 20th August.

LIVERPOOL via Port Said, Constantinople, Genoa.

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SHANGHAI, KOBE & YOKOHAMA.

† MATSUYE MARU Saturday, 17th August.

HARUNA MARU Monday, 19th August.

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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombia, Suez and Port Said.

ATLAS MARU Sunday, 11th August.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore.

Colombia, Durban & Cape Town.

HAWAII MARU Monday, 7th September.

(Calls at Penang)

GANGES MARU Monday, 19th August.

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.

CALCUTTA—Via Singapore, Penang & Rangoon.

RUSADO MARU Sunday, 16th August.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.

ALABAMA MARU (from Shanghai) Wednesday, 14th August.

MELBOURNE—Via Manila, Brisbane & Sydney.

HAIPHONG—Via Hanoi, Pakhoi.

MENADO MARU Thursday, 8th August, 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAMBURG MARU Sunday, 18th August.

ALASKA MARU Sunday, 11th August.

KEELUNG—Via Swatow & Amoy.

HOZAN MARU Sunday, 11th August, 3 p.m.

TAKAO—Via SWATOW & AMOY.

TAKEUCHI MARU Friday, 10th August.

SOURARAYA MARU OSAKA SHOSSEN KAISHA.

For further particulars please apply to—
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SHIPPING SECTION.

C.G.T.'S PROGRESS

COMPANY IN SOUND FINANCIAL POSITION

THE NEW LINER

That the position of the Cie. Generale Transatlantique, the biggest French shipping company, is remarkably sound, and that the results of the operation of their services are progressive, was clearly demonstrated by the interesting report presented by the board to shareholders at the annual meeting and by the comprehensive speech delivered by M. Andre Honberg, chairman of that company. M. Maurice Tillier, managing director of the C.G.T., whose name is more and more closely connected with the successful progress of the company, was appointed secretary to the meeting.

The report of the board first points out that the returns of the operation of the fleet for year ended on December 31 last were taken as a whole, satisfactory, and that they show considerable progress compared with the previous year; the total receipts for the year aggregated 1,014,111,750 frs., which added to the balance brought forward from last year, makes a total of 1,014,549,945 frs. Expenditure aggregated 910,111,512 frs., thus leaving a gross profit of 104,438,432 frs., out of which the board proposed to take 78,986,553 frs. for depreciation and reserves, thus leaving a net reserve amount, the balance available works out at 24,045,843 frs.

The board proposed to pay a dividend of 12.50 frs. on A shares of 600 frs., and on the old B shares of 600 frs., and 65 frs. on the new B shares, making a total of 23,983,360 frs. allocated to the payment of dividend, and leaving a balance of 963,843 frs. to be carried forward.

Special interest attaches to the fact that in spite of the recent increase of the capital by £50,000,000, the company is in a position to pay a dividend equal to that paid last year, and this affords striking demonstration of the favourable progress achieved as compared with last year's returns. At the same time, the reserve funds of the company have been considerably strengthened, with the result that the C.G.T. are in a sound position.

Havre-New York Service.

The total number of passengers conveyed during 1928 by the vessels of the company was 419,500, about 15,000 more than in 1927, chiefly due to the Havre-New York service, on which 5,000 more passengers were conveyed.

It is also noteworthy that the returns of freight for 1928 also show an increase compared with 1927 (2,130,600 tons against 2,100,000 tons), for the vessel's equipment needed for the sub-contracts for the various items of equipment needed for the vessel.

The "Almirante Latorre" was launched for the Chilean Navy at Elswick in November, 1913. On the outbreak of war, however, she was bought by the British Admiralty and commissioned in 1915 as H.M.S. "Canada". During the rest of the war she served with the Grand Fleet, of which she was the largest battleship, her full-load displacement being 32,000 tons. She was present at Jutland, where her 14in. guns did great execution. In April, 1920, she was re-purchased by Chile.

A sister ship, "Almirante Cochrane," which was also bought by the Admiralty in 1914, was subsequently converted into an aircraft carrier, and is now serving with the Mediterranean Fleet as H.M.S. "Eagle".

Many months will be occupied by the repairs to the "Almirante Latorre," which is now being converted into an aircraft carrier, and is now serving with the Mediterranean Fleet as H.M.S. "Eagle".

The C.G.T. are bound by agreement with the French Government to build this new liner. Her commissioning on the Havre-New York line was due to take place in 1932, but in view of the important works which have to be carried out in order to allow of the building of the ship in a French yard, and of her operation in the port of Havre, the C.G.T. have had to postpone the date of completion of the vessel, by agreement with the Government, and it has been decided that she will be ready in 1933.

M. Andre Honberg, chairman of the company, remarked in this respect that six new big Atlantic liners are to be ordered, and that four are under construction to the account of British, German, Italian, and American companies for the New York service, thus making a total of 10 new vessels. In view of these developments, the C.G.T. are compelled to order a new liner to keep their rank in the North Atlantic trade.

M. Andre Honberg pointed out that contrary to general opinion, the assistance granted by the State with regard to the building of the liner is almost immaterial, since it is only a guarantee given in respect of the payment of interest on the bonds to be issued in order to pay for the ship. The total amount of subsidies received by the C.G.T. from the State during 1928 only reached the small figure of about 10,000,000 francs, which, as the total earnings of the firm work out to 1,000,000,000 francs, represents hardly 1 per cent.

Another interesting point of M. Andre Honberg's speech was the allusion made to the forthcoming resumption of the aeronautic service in conjunction with the "De-France" for the quick despatch of mail on the New York line.

Chantier Et Ateliers The report worked out by the board of the "Chantier Et Ateliers de Saint-Nazaire-Penhoet" which was presented to shareholders held in Paris, showed the growing group of new ships of the French ship building undertaken in spite of the difficulties through which the industry is passing. While it is true that the Board found it advisable not to pay a dividend, special interest attaches to the important amortisements and provisions for reserve funds which strengthen the concern.

During the last few years several orders were booked which were not profitable, with a view to keeping their personnel busy, but a considerable improvement took place last year and the firm have now entered a period of profitable activity which should bear fruit as from next year. Incidentally, the tonnage of all classes was 92,884 with an increase of 11,742,571 tons, showing an increase of 1,221 vessels, and an increase in net tonnage of 1,488,314 tons over the 1927 figures.

The vessels visiting the port represent practically every part of the world. Vessels of British register lead, and United States and Japanese vessels are next in number.

The total shipping of all classes was 92,884 with an increase of 11,742,571 tons, showing an increase of 1,221 vessels, and an increase in net tonnage of 1,488,314 tons over the 1927 figures.

AGED BY TIME

OSAKA SHOSSEN KAISHA
M. TAKEUCHI, Manager.

VANCOUVER

ALL TONNAGE RECORDS ECLIPSED

GRAIN MOVEMENT

A review of the business of the port of Vancouver during the calendar year 1928 must give unmixed gratification to all who have the welfare of the Dominion of Canada at heart.

The movement of grain up to the end of the year was more than double the amount shipped in 1927. states the annual report of the Vancouver Harbour Commissioners, the comparative figures being 97,561,716 bushels in 1928 as against 43,602,210 in the previous year. The grain handling facilities were increased by the construction of a new elevator with a storage capacity of 2,400,000 bushels for the Alberta Pool Elevator Company. It is situated just west of the south end of the Second Narrows Bridge, and is served by a storage yard provided by the Canadian Pacific Railway Company, with accommodation for 341 cars. It is also equipped with mechanical unloading, and all the most up-to-date appliances for expeditious operation.

Another addition was an elevator for the Midland Pacific Elevator Limited, with an initial capacity of 600,000 bushels, and capable of expansion to a storage of 1,500,000 bushels. This was a matter of particular interest in view of the fact that it was the first grain elevator to be constructed on the north side of the harbour, and its location there was made possible by the Commissioners constructing an industrial area in that vicinity which is served by the harbour terminal railway. With these additions the grain storage capacity of the port is now 10,635,000 bushels, and a further extensive increase is under contemplation. Closely allied to the grain business and of even more advantage to the country, from a revenue viewpoint, is the export of flour, and it is pleasing to note an advance of 42 per cent in the export of this commodity.

In 1927 the amount shipped was 1,260,530 barrels, and 1,789,640 in 1928. Over one million barrels went to China, and about 300,000 barrels to Japan. The increasing volume of trade in this commodity would seem to give assurance of an expanding market, particularly in the Orient.

Lumber

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East and South Africa, Australasia, including New Zealand and Queensland Ports, and Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KIDDERPORE	5,334	15th Aug.	Straits, Colombo & Bombay.
MALWA	10,980	17th Aug.	Bombay, Marseilles & London.
KASHMIR	8,985	31st Aug.	Marseilles, London & Hull.
MOREA	10,653	14th Sept.	Bombay, Marseilles & London.
MANTUA	10,546	28th Sept.	Bombay, Marseilles & London.
MIRZAPORE	6,715	2nd Oct.	Straits, Colombo & Bombay.
ALIPORE	5,273	9th Oct.	Straits, Colombo & Bombay.

*Cargo only. †Calls Casa Blanca.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus; Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S. S.	Tons	From Hong Kong About	Destination
TAKIWA	7,936	15th Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	31st Aug.	Singapore, Penang & Calcutta.
DALCOMA	5,952	4th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,919	5th Sept.	Singapore, Penang & Calcutta.
TILAWA	10,005	4th Oct.	Singapore, Penang & Calcutta.
TALAMBA	3,013	8th Oct.	Singapore, Penang & Calcutta.

*Calls Rangoon.
B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S. S.	Tons	From Hong Kong About	Destination
TANDA	6,956	30th Aug.	Manila, Sandakan, Thursday Island.
ST. ALBANS	4,600	4th Oct.	Townsville, Brisbane, Sydney & Melbourne.
ARAFURA	6,000	1st Nov.	
TANDA	6,956	29th Nov.	
ST. ALBANS	4,600	3rd June 1930	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolombang, Tawao, Timor, Darwin, or other ports en route as circumstances offer.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S. S.	Tons	From Hong Kong About	Destination
DALGOMA	5,953	10th Aug.	Amoy, Shih, Moji, Kobe & Osaka.
MOREA	10,653	16th Aug.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,949	16th Aug.	Shanghai, Moji, Kobe & Yokohama.
SHEAFMOUNT	5,327	17th Aug.	Moji, Kobe & Osaka.
GABEETA	9,128	20th Aug.	Shanghai, Moji, Kobe & Yokohama.
KARMAK	6,715	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
MIRZAPORE	6,715	2nd Sept.	Shanghai, Moji, Kobe & Yokohama.
NAGORE	6,553	4th Sept.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,600	10th Sept.	Moji, Kobe, Osaka & Yokohama.
ALIPORE	10,000	11th Sept.	Amoy, Shih, Moji, Kobe & Osaka.
MANTUA	6,272	11th Sept.	Shanghai, Moji, Kobe & Osaka.
KIDDERPORE	5,334	26th Sept.	Shanghai, Moji & Kobe.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to:

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C, Hong Kong. Agents.

NEW YORK, BOSTON & BALTIMORE.
JOINT SERVICE OF THE
"BLUE FUNNEL" LINE.

OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF CANTERBURY", Via Suez Canal 10th September.

S.S. "PYRRHUS", Via Suez Canal 30th September.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.

Hong Kong & Canton, JARDINE, MATTHESON & CO., LTD., Canton.

SHIPPING DEAL

OFFER FOR THE ABERDEEN
STEAM COMPANY

The directors of the Aberdeen, Newcastle and Hull Steam Co., Ltd., in a letter to shareholders, say that they have received an offer from Messrs. Harris and Dixon, Ltd., shipowners, London, acting for themselves and others interested with them, to purchase the shares of the company at the price of £2 2s. 6d. per share. The offer is contingent on the purchasers acquiring at least 80 per cent. of the shares. The directors are of opinion that the offer should be accepted.

The Aberdeen, Newcastle and Hull Steam Co. was formed as far back as 1865. It is a relatively new concern, the subscribed capital being only £25,767, of which £23,838 is paid up. For thirty-seven years up to 1917-18 the company paid a dividend of 2s. per share, the following year 2s. 6d. was paid, and then for the next seven years the payment was again 2s.

It is understood that it is the intention of the purchasers to maintain the same cargo and passenger service as at present.

PASSENGER LISTS

DEPARTURES

Per s.s. "Taivo Maru" for San Francisco and Los Angeles, August 7.—
Mr. Joseph Madan, Mr. Chas. L. Lowery, Mrs. L. Lanigan, Miss Amy Stanhope, Mr. A. W. Nash, Mr. A. W. Nash, Mr. L. Dowdell, Mr. L. V. Finster, Mr. and Mrs. E. Rebok and 2 children, Mr. J. S. MacDonald, Mr. Yasui, Miss Y. Suyenaga, Mr. H. Belourney, Miss E. Betounay, Miss A. M. Williams, Mr. H. Bagaria, Mr. S. Ichikawa, Mr. and Mrs. M. Takemura, Mr. S. Takeuchi, Mr. J. Sera, Mrs. J. H. Carvalho, Mr. S. Ichihara, Miss Lucy Daniels, Mr. D. Lewis, Mrs. Kitagawa, Mr. Alfred Kroeger, Mr. and Mrs. J. Knight Anstey, Mr. S. Harris, Mr. and Mrs. W. L. Jones, Miss J. Jones, Mr. and Mrs. Dalton, Mr. J. N. Molineux, Mr. and Mrs. A. M. Beshears and child, Mr. A. B. Sweeney, Mrs. A. B. Sweeney, Dr. Chin, Mrs. Miguel Antonio, Mrs. F. Reyes and child, Mr. J. G. Hill, Mr. F. X. D'Almada e Castro, Mr. Frank D'Almada e Castro, Mrs. E. D'Almada e Castro, Miss E. D'Almada e Castro, Mr. Rose Glassman, Mrs. Rose Basic, Miss M. J. Haley, Miss E. Penn, Miss G. Rainnudo, Miss F. Rainnudo.

Before they were completed, however, the Pacific Mail Line, who were then having to face intensive Japanese competition, offered a very good price for them on the stocks, and they were completed according to their ideas for the service from San Francisco to Japan by way of Hawaii. The quadruple expansion engine of the "Mongolia" was sufficient to drive her at a speed of 16 knots, which was tempting to the shippers of Japanese silk, while she was given very complete cargo handling gear and had accommodation for 354 first-class and over 1,500 third-class passengers.

Outward Appearance.
To outward appearance they were very much like the Atlantic Transport ships on the Western Ocean, with one funnel and four masts, but when they appeared on the Trans-Pacific service they made a great impression and were undoubtedly the finest ships on that route. They immediately made a name for themselves, but in 1900 the "Mongolia" had bad luck, for she stranded on Midway Island with a cargo value of £700,000, and a guarantee per cent. was paid on her reinsurance before she slipped quietly off into deep water without assistance and proceeded to San Francisco for full repairs.

The Pacific Mail Line had based all its calculation on native crews, and the passing of the Lascot Act decided them to sell their fleet and go out of business; they did not realize the heights to which freight were going within the next few months. Accordingly, the "Mongolia" and her sister entered the Atlantic Transport Fleet after all, and under the United States flag were put on a skeleton I.M.M. service between New York and Liverpool.

Immediately the United States came into the war she was armed, and on her first voyage, on April 19, 1917, she encountered an enemy submarine, the first encounter between an American armed ship and a submarine during the war. In April 1918, when "A" troops were beginning to come across to Europe in ever-increasing numbers, she was commissioned by the Navy as a transport, and armed with three 6in. guns and a number of small quick-fires. When she had paid off from this duty she spent considerable time reconditioning at New York, and advantage was taken of this to fit her out as an up-to-date cabin ship. It was intended that she should carry a large number of German emigrants, for that was before the days of the Dillingham Immigration Restriction Act, but her owners had to think twice before incurring a large expenditure on this score, because the United States and Germany had not yet formally declared war. However, she was put on a new service between New York and Hamburg, her first Eastwards passenger list consisting of 600 Communists deported from America to Russia.

Hamburg Service.
On the Hamburg service she was successful for some time, making the experiment of calling in at Vigo for Spanish emigrants, and, under the Captain H. Harlett who was afterwards so famous in the United States Lines she made herself very popular.

Trading conditions were still very difficult, competition being as keen as ever. The improvement in the company's affairs under such conditions reflected most creditably, he claimed, upon the executive officers of the company. (Applause.)

The report of the directors was unanimously adopted.

Mr. R. G. Blake, the retiring director, was reappointed.

The order books were in a very healthy condition, with the result that they had every reason for expecting the works would be practically fully employed for several months ahead.

Trading conditions were still very difficult, competition being as keen as ever. The improvement in the company's affairs under such conditions reflected most creditably, he claimed, upon the executive officers of the company. (Applause.)

The times of high- and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

August 8 to 14, 1929.

HONG KONG TIDE.

S.S. "MONGOLIA"

WELL-KNOWN VESSEL OF
MANY PORTS
NOW DOOMED

The International Mercantile Marine has announced that as soon as the "Pennsylvania," the third of its big turbo-electric inter-coastal liners, is commissioned they intend to pay off and scrap the old "Mongolia," which will mean the loss of a fine old ship, says the "Journal of Commerce." She was ordered by the Atlantic Transport Line of West Virginia towards the end of 1902, by which time the International Mercantile Marine was in proper working order and the directors of the Atlantic Transport branch were able to fix their programme definitely and to give the American orders which had long been in their minds. Their biggest ship until then designed by commission by the company was under 8,000 tons, and the "Mongolia" and her sister ship the "Manchuria" which originally were to have been named "Minneola" and "Minneola," with the gross tonnage of 13,640, would have made a huge difference to the company's prospects on the Atlantic service, although when they were first mooted there was some doubt as to how comfortably they could go up the London River.

Before they were completed, however, the Pacific Mail Line, who were then having to face intensive Japanese competition, offered a very good price for them on the stocks, and they were completed according to their ideas for the service from San Francisco to Japan by way of Hawaii. The quadruple expansion engine of the "Mongolia" was sufficient to drive her at a speed of 16 knots, which was tempting to the shippers of Japanese silk, while she was given very complete cargo handling gear and had accommodation for 354 first-class and over 1,500 third-class passengers.

Outward Appearance.
To outward appearance they were very much like the Atlantic Transport ships on the Western Ocean, with one funnel and four masts, but when they appeared on the Trans-Pacific service they made a great impression and were undoubtedly the finest ships on that route.

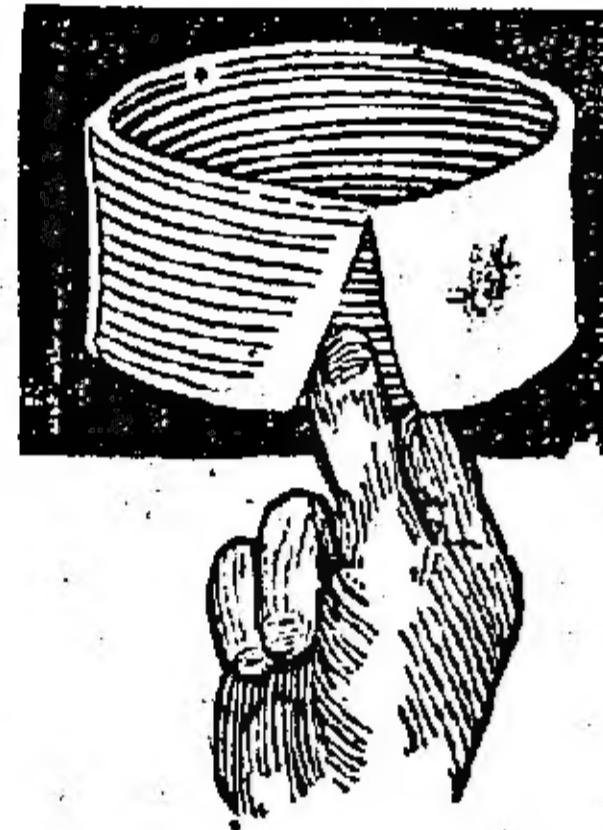
The negotiations have now reached such a stage as to make it advisable to submit them to a general meeting which will be called shortly to approve the 1928 balance-sheet, together with concrete proposals regarding the above settlement.

The Cosulich Line, it is stated, has recently obtained from the Italian Government a settlement of some important outstanding questions. It is now assumed that a leading banking house associated with the company will declare itself generally disposed, as soon as the above settlement has taken place, to guarantee an important capital increase by transactions to be executed as early as possible.



A. S. WATSON & CO., LTD.
Wine and Spirit Merchants.
Phone C. 16. Kowloon K. 19.

STARCHED COLLARS.



Well dressed men are now buying coloured collars and shirts, but they want these collars STARCHED and POLISHED; after all there is nothing to beat a well fitting stiff collar; they are much cooler to the neck than the clinging soft collar.

The large manufacturers are starting to boom their sales of starched collars this year.

Buy 1/2 a dozen, then when they are soiled, send them to us. Special methods are now used to make the tie slip easily and prevent cracking at the fold.

SANITARY LAUNDRYMEN, DYERS & DRYCLEANERS.

THE STEAM LAUNDRY CO.
Head Office & Works: Mongkok. Tel. K. 32.
Hong Kong Depot: 16, Stanley Street. Tel. C. 1279.
Kowloon Hotel Depot.
Peninsula Hotel (Visitors only).
Hong Kong Hotel (Visitors only).
Peak Hotel Depot.



JUNICOSAN.

A Preparation Rich in Guaiacol.

This Standard remedy is highly recommended by the Medical Profession, has been tested many times and is a trustworthy cure for All Affectations of the Lungs and Respiratory ORGANS. Has been used with the greatest success in all catarrhal affections, especially Chronic Cases. In coughs and colds, whooping coughs, bronchitis, influenza, inflammation of the Lungs and in convalescence therefrom. Works wonders in all stages of Tuberculosis.

OBtainable AT ALL DRUG STORES.

Sole Agents: LYEN BROTHERS
Hong Kong
China Buildings. Tel. C. 3313.

CHY LOONG.

NEW SEASON PRESERVED GINGER.

Best quality—Prompt attention to Exporters.
Office:—231, Queen's Road Central, 2nd floor. Tel. Central 2530.
Factory:—500-504, Canton Road, Yau Ma Tei. Tel. K. 869.

KAIPING COAL FOR ALL PURPOSES.



THE KAILAN MINING ADMINISTRATION.
Head Office: TIENTSIN.

Agents: DODWELL & CO., LTD., Hong Kong.

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LOCOS

WHITEAWAYS

GREAT SALE A SPECIAL OFFER IN MEN'S SUMMER UNDERWEAR



NOTE THE
VENTILATED
GUSSETS

A medium weight in Men's Gauze Vests, Short Sleeves, Ventilated Gussets, Button Fronts. These were delayed in shipment and must now be cleared by end of August.

Sizes: 34 to 48 inches.

Usual Prices: \$1.20 to \$1.90 each.

**SPECIAL
SALE** 75 cts. to \$1.50
PRICES: EACH.
Men's Outfitting Department.
WHITEAWAY LAIDLAW & CO., LTD.
HONG KONG.

The China Mail.

Every evening except Sunday.
Annual subscription, HK\$12 including postage \$1.50, payable in advance.

Overland China Mail.
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DEATH

RAPP.—On August 8 at the Government Civil Hospital, George (Gustav) Rapp, aged 50 years. Funeral will pass the Monument at 5 p.m. to-day (Thursday).

Hong Kong, Thursday, Aug. 8, 1929.

AIR TRANSPORT

It would appear that we are on the eve of a very considerable development in air transport.

An important conference has just been held in London by Lord Thomson, the British Air Minister, and M. Laurent Eynac, the French Air Minister—both of whom are deeply interested in aviation—and as a result of their discussion aviation projects over a very wide area will probably be shortly announced. The areas mentioned as being specially affected are the Near East, the Far East, South America and Africa, and, according to one of the telegrams to hand, "a much closer relationship between British and French civil aviation" is expected to result in consequence of the conference mentioned.

Plans, it is stated, are also being discussed by which the British Air Service to India may be extended to French Indo-China. So it would seem that the big potentialities and projects of air transport, of which so much has often been heard, are not likely to continue "suspended in the air," as it were, but are to be made real and practical. They are well out of the realms

of causing an obstruction in Kweilin Street, which is in the limits of the Shambushipo Market, a Chinese hawker was fined \$4 by the Kowloon Magistrate this morning.

A Chinese was this morning at the Kowloon Magistrate fined \$5 or seven days' hard labour by Mr. T. S. Whyte-Smith, for the theft of vegetables worth 40 cents from a garden in Tin Lui Street. Inspector Phillips prosecuted.

Damage to premises and property was done to the extent of between \$45,000 and \$50,000 at a Chinese medicine shop, 15 Des Voeux Road West, where a fire occurred yesterday. The whole place was insured for a total of only \$30,000 with three insurance companies, as follows:—The American Underwriters, \$20,000; the Union Insurance, \$5,000, and the Chur On Insurance, \$5,000.

On Wed., a licensed motor car driver, who was summoned in January this year for allowing a woman to drive his car without a licence, and who absconded before the case was taken to court, has been arrested on a warrant. He was produced before Mr. E. W. Hamilton, at the Central Magistrate, this morning, when he pleaded "guilty" to the charge and was fined \$10, or 14 days' hard labour.

CORRESPONDENCE

FLOWERS AND FUNERALS

[To the Editor of the "China Mail."]

Sir.—Some weeks ago you very kindly published a letter from me under the above heading.

It is gratifying to know that letter was so favourably received by many of your readers; and I now beg to acknowledge receipt of the sum of H. K. Dollars. Sixty-six, sent to me by the office staff of Messrs. Butterfield & Swire, as follows:—

"In Memory of Mr. H. J. Love"	
T.H.R.S.	\$5.00
C.C.K.	5.00
W.E.L.	5.00
J.H.L.	5.00
J.D.	5.00
J.M.C.H.	5.00
F.W.J.	5.00
V.L.E.M.	5.00
J.T.	5.00
H.S.	3.00
G.E.M.	3.00
J.R.K.	3.00
J.L.A.	3.00
K.M.C.	3.00
Anonymous	3.00
do	5.00
Total	\$85.00

The above amount has been passed on to the Hong Kong Benevolent Society; and for which they are deeply grateful.

Thanking you for your courtesy in giving this matter publicity,

Yours, etc.,
FRANK BAYLIS,
Hon. Secretary,
General Charities Organisation.
Hong Kong, August 7.

CHINESE Y.M.C.A.

NEW BUILDING IN KOWLOON

NEARLY COMPLETED

The new Chinese Young Men's Christian Association building in Waterloo-road, Kowloon, is well on the way to completion, the contractor being Lam Dove, one of the principals of Messrs. Lam Woo & Co., and the architects are Messrs. Little, Adams and Wood.

The modern building, made of reinforced concrete throughout, is fronted by a domed entrance.

At the rear of the building is the Kwang Wah Hospital, to the west are European residential flats, to the east the Sanitary Department's Kowloon Branch Office, and at the front of the building is the Kowloon Public Mortuary. These are the building's present surroundings.

Another entrance, which to all appearances seems to be the future main entrance, forms an alcove for the first floor. This faces the Sanitary Office.

The building is three storeys high, the ground floor being for the main Club headquarters.

The next three floors are to be used for board and residence for 40 young men.

Lavatories for the first, second and top floors are all at the rear of the building.

The roof, which is on a two-sided

is made of red Chinese tiles.

The foundation stone of the building was laid on February 24 this year by Mrs. Wu Ting-fang.

FALSE TEETH

HOPE FOR NEW COMFORT FOR PIPE-SMOKERS

The importance of the dentist in protecting the nation's health was the main theme of an address given by Sir Gilbert Barling, Pro. Chancellor of the University, to the British Dental Association's annual meeting at Birmingham University.

He said good digestion helped to make people healthy and good tempered. Rheumatism, was often induced by certain changes in the

He also praised artificial teeth. They were a great salvation in prolonging life and preventing nutrak jaws, though dentists had not yet enabled the possessor of artificial teeth to smoke a pipe as before. "I hope they will find a remedy for that unfortunate condition," he added amidst laughter.

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NO ALLIES

LI TSUNG-JEN ON THE CRISIS

IF RUSSIA WINS

General Li Tsung-jen, who is now in Hong Kong, has forwarded to the "China Mail" a lengthy indictment of Marshal Chiang Kai-shek's policy with regard to the seizure of the Chinese Eastern Railway. It is argued that this was an ill-considered move, undertaken without either military or diplomatic preparation, its primary object being to divert a domestic crisis threatening Chiang Kai-shek's own position.

General Li Tsung-jen was one of the big four of the able group of soldier-administrators known as the "Kwangsi Militarists." It was his coup, as Commander-in-Chief at Wuhan against Nanking officials, that started the struggle which resulted in his party's elimination. One must bear in mind that General Li is not, therefore, likely to view Chiang Kai-shek's actions at all favourably.

No Japanese Support

From his statement we extract the following:

As to the understanding with the Powers, it is important to note how Japan, Great Britain and the United States look upon the controversy. While not willing to allow Soviet Russia to carry out Red propaganda in Manchuria, Japan is not ready to involve herself in difficulties with Russia. Russia is the only country which can threaten the Japanese position in Manchuria and any difficulty arising between them will necessarily endanger Japanese influence and interests in that area.

A Japanese emissary visiting Russia, while the China crisis was in progress, has clearly shown what Japanese policy will be.

In this crisis we cannot expect any support from Japan, and there is even ground to believe that Japan sees an opportunity of benefiting by the unfortunate happenings. Although Chiang Kai-shek has pursued faithfully his pro-Japanese policy and in settling the Tsinan Affair, was willing to go so far as to enter into secret agreements with Japan detrimental to the interests in China, yet it would be foolish to expect Japan to do anything in return in the present trouble, as the very friendly gesture of Japan to Chiang Kai-shek is merely another means of getting more concessions from him and she cannot go against her own interests in order to please him.

British Attitude

Nor can Chiang Kai-shek expect any diplomatic support from Great Britain. It is an important point in the foreign policy of the Labour Government to restore diplomatic relations with Soviet Russia. The Government is working with some difficulty, toward this end. To help China in this crisis will undoubtedly alienate the loyalty of the ranks and of the Labour Party.

Nor will the United States, in view of her distance from the scene of trouble and her traditional policy of not involving herself in any engagement in the Far East which may mean the use of force, go beyond the efforts she is exerting now, in bringing to the notice of both parties the existence of the Kellogg Pact.

If China is Defeated?

Now, if the Chiang Kai-shek Government should embark on a war under such circumstances, the result would be most doubtful. Should the Chinese force be defeated, what would happen? Besides taking the Chinese Eastern Railway back under her control, Russia would obtain other substantial concessions and a practically unrestricted freedom to carry on Red propaganda in China. Japan would strengthen her existing interests in Manchuria, and secure other interests in that area.

National Humiliation?

If the war be avoided and the Chinese and Russia envoys succeed in holding direct discussion, there must be a basis for the discussion. Russia is not defeated and Chiang Kai-shek has failed to threaten her into submission, so we may feel sure that Russia fully understands the situation which he has created. If the result should be to restore the Chinese Eastern Railway to the original position, why then should Chiang Kai-shek throw upon China a national humiliation due to his own fault?

A George II. tea kettle, with lamp stand and circular tray, was sold for £1,550 at Sotheby's.

FRANTIC APPEALS

KILLINGS BY "DRY" AGENTS

"For God's sake help us" is the frantic plea that leading citizens at International Falls, Minnesota, have sent to President Hoover in protest against the "terrorism" of Prohibition agents, who it is said, have placed the law "Thou shalt not drink" above the Commandment "Thou shall not kill."

A petition signed by the State Public Prosecutor, the mayor and chief of police of the city, and leading merchants, complains bitterly that Prohibition enforcement officers have usurped the civil authority and murdered Henry Virkula, a respectable citizen, indulged in a long series of indignities, including the promiscuous use of guns, have "bullyragged" pedestrians and threatened to murder local policemen, including the police chief.

There can be no doubt that the desperate efforts of the Prohibition agents to enforce what many believe to be an impossible law is arousing widespread resentment in the United States, and, if persisted in, will be a strong influence in bringing about a moderation of the liquor restrictions.

Calling attention to 263 Prohibition killings by State and Government officials since the law was passed, Representative Laguardia, of New York, told the House of Representatives recently that whereas the United States Government had always been considered by the American people to be something kindly, something to love, it had become something hated and oppressive.

"Prohibition," Mr. Laguardia declared, "has gone beyond a question of wet or dry. It has come to be a question of domestic tranquillity, whether communities shall be able to live in peace, and whether love and respect for their Government will remain."

After suspending business for more than ten days, Kiangwan butchers resumed following a promise of the Mayor of Greater Shanghai to instruct the police not to fine them for slaughtering livestock at Kiangwan, pending a settlement of the dispute with the Commissioner of Public Health, who ordered that no livestock should be slaughtered in places other than the Chapei abattoir. The Mayor has also promised to consider the butchers' demand to rescind the Health Commissioner's order.

Two hawkers were each fined \$3 by the Kowloon Magistrate this morning for uttering cries in Kowloon Tong and Mody Road, both being prohibited areas.

TONG WAR

"PEACE TREATY" SIGNED IN NEW YORK

New York, Yesterday.—On Leon and Hip Sing Tong have signed a "peace treaty" in the presence of the United States Prosecuting Attorney, Mr. Tuttle, thus averting the danger of a Tong war in New York.—Reuter's American Service.

VOYAGER'S RETURN

OFFERED THRONE OF POLYNESIAN ISLAND

"All well"—This comforting signal ended a period of some weeks of complete silence regarding the fate of the lone voyager, Alan Gerbault, who has been cruising round the world since August 1924. Gerbault, a well-known French tennis player, left Cannes in the 42 ft. cutter "Fire Crest" and crossed the Atlantic and Pacific, the latter voyage taking two years to accomplish.

Among the experiences encountered during this amazing trip was the offer of the throne of one of the larger Polynesian islands, which Gerbault seriously contemplated accepting. Gerbault returned to French waters on May 26, when he was sighted in the Bay of Biscay after which he was missing till the other day. At last came the signal, when he was 90 miles west of Belle-ile, off Brittany, "All well."

56 YEARS AFTER

DEATH OF MURDERER WHO WAS REPIVRED

Convicted of murder at Durham Assizes 56 years ago, Joseph Turnbull has just died at South Shields at the age of 79.

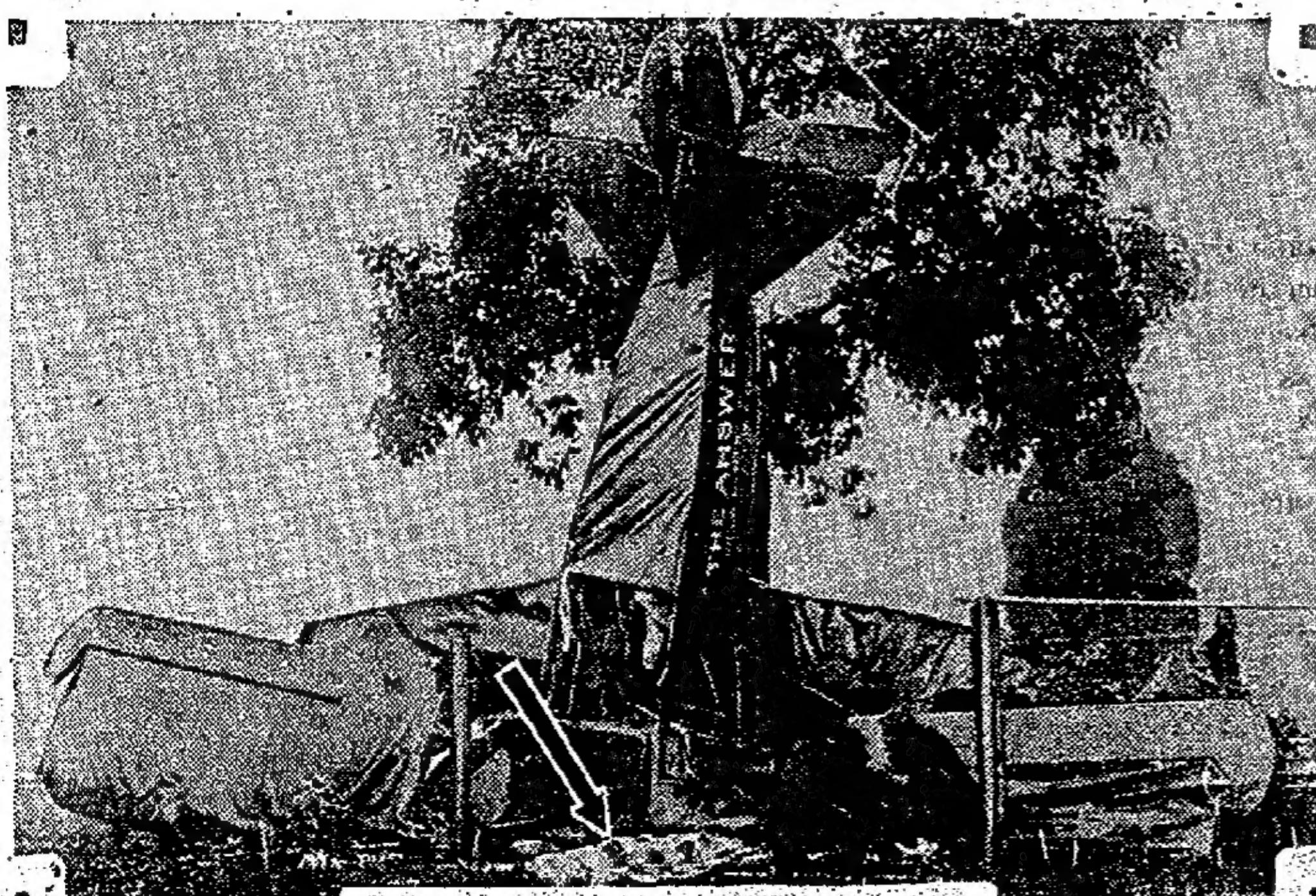
He was sentenced to death for killing a man named Hagan at Willington, but was reprieved a few hours before the time for execution.

When the intimation was received from the Home Office that the flagstaff at the gaol had been fixed in readiness to receive the black flag, which was hoisted in those days, the grave was dug and the executioner on duty.

Turnbull served 14 years in prison. On his release he lived at Willington and later worked at Brancethorpe colliery.

Often he discussed his ordeal in the condemned cell, and was wont to remark that he was one of the few men who had seen their own coffin.

Airman Killed



This is a picture of the actual crash of "The Answer" in which Viola Gentry and Jack Ashcraft were flying in an attempted refuelling endurance flight from Roosevelt Field. The pair attempted a forced landing when they found their gas had given out and a dense fog prevented their seeing a tree on the Hicks estate near Roosevelt Field where their plane crashed. Ashcraft was killed outright and Miss Gentry was unconscious when Henry Hicks and his son dragged them from the cabin of the plane.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

The Resident Councillor, Penang, Capt. Meadows Frost, presented the Certificate of Honour to Mr. Seng-hooi, J.E., in the Governor's office, Penang, in the presence of a large gathering of Chinese and heads of departments.

Water police attached to the Greater Shanghai Bureau of Public Safety made another opium seizure near the Ningshao Wharf, Nantao. They noticed two suspicious-looking characters who attempted to run away. The men were searched and found to have 400 ounces of opium in their possession. Both admitted that they had been in Gen. Li Pa-chang's army and had been engaged in opium smuggling since his defeat. They were taken to headquarters.

At the Provisional Court, Shanghai, Sung Yung-tsai was charged with infringement of a trade mark of cigarettes, namely using the lids from tins of the British-American Tobacco Co.'s cigarettes, and placing these on tins containing inferior Chinese cigarettes. Mr. W. Price appeared for the B.A.T. and told the Court that recently these cases had become quite common in Shanghai and that they should consider this in their judgment. The accused was remanded for a week and allowed bail of \$500.

The body of Albert Benjamin Hall, aviation machinist mate, who died from spinal meningitis in Nanking, arrived in Shanghai, prior to being taken to the United States. D. J. A. Perez, who was sent to Nanking by the Commander-in-Chief, also returned. It is understood that deceased contracted the disease ashore as he and four other enlisted men had been taking photographs for the new Nanking map. The men ashore with him are in quarantine, but no other foreign cases have developed although two Chinese are in the Drum Tower Hospital.

At the request of Mr. G. H. Wright, counsel for the defence, in the case of Kwang Zung-chong v. the Lien Tai Mutual Fire & Marine Insurance Co., Ltd., his Honour Judge G. W. King, in H.M. Supreme Court, Shanghai, ordered that pleadings be filed within three weeks. Plaintiff's claim was for Tls. 13,500 and interest in respect of the total loss under a policy issued by defendants on 2,000 tins of ground-nut oil which was shipped on board the C.M.S. "Hsin Wah" from Shanghai to Hong Kong when the vessel founded and the cargo was lost. Mr. R. F. C. Master appeared for plaintiff.

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NEW ADVERTISEMENTS.

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FOR SALE.—One Harp, brand new, cost \$150. Will take the nearest offer. Apply Box 615, c/o "China Mail."

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TO LET.—Three-roomed furnished or unfurnished FLATS. Modern quarters, conveniently situated, flush system, moderate rent. Apply H. M. H. Nemazee (Comp. Dept.), Princes Edg. Tel. C. 936.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions

To-day—Dinner Dances at Hong Kong Hotel, Repulse Bay Hotel and Peninsula Hotel, 8.30 p.m.

Aug. 29—At European Y.M.C.A. Kowloon, Flannel Dance, 9 p.m.

Entertainments

To-day—Queen's Theatre; "Wild Orchids."

To-day—World Theatre: "The Boxer Bride" at 5.15 and 9.20 p.m., "Remorse" (Chinese picture) at 2.30 and 7.15 p.m.

To-day—Star Theatre; "Red Lips."

To-day—Majestic Theatre; "The Big City."

To-day—At St. Patrick's Hall, Catholic Cathedral Scouts Concert, 9 p.m.

Home Mail

To-morrow—Inward from Europe via Negapatam ("Dalgoma").

Land Sales

Aug. 12—At P.W.D. Offices, two lots of Crown Land at Shek Shan, and Mong Kok Tsui, 3 p.m.

Miscellaneous

Aug. 10 and 24—European Y.M.C.A. bathing picnics.

Meeting

To-day—Regular Monthly meeting of Marine Engineers' Guild of China (H.K. branch), 67, Des Voeux-rd., 6 p.m.

HUGE DOWRY

SPANISH SOCIETY WEDDING IN PARIS

Spanish and South American Society people in Paris attended the wedding of Senorita Elena Patino, daughter of the Bolivian Minister at Paris, and the Marquis Del Merito, the Spanish nobleman, at the Minister's House in the Avenue Foch, Paris, in mail week.

It is stated in the French Press that the dowry of the Senorita—whose father is one of the richest men in the world—amounted to nearly 1,000 million francs (about £8,000,000).

According to time-honoured Spanish custom the ceremony did not take place until ten o'clock—just after dusk. Inside the mansion the first-floor drawing room had been converted into a chapel.

Everywhere the air was heavy with the scent of the beautiful and costly flowers which had been arriving all day.

A big crowd gathered outside the house, and ultimately swarmed across the lawns, from where large candelabra, blazing with hundreds of lamps, revealed a scene of wonderful splendour.

Mr. and Mrs. H. S. Talal, old residents of Kuala Lumpur, celebrated their 25th wedding anniversary when a large gathering of friends offered them their congratulations at a reception held at the Venning Road Masonic Hall.

Mr. M. Shigemitsu, H.I.M. Consul at Shanghai, has returned from an extended visit to Tokyo where he conferred with various members of the Japanese Government in connection with the China situation. Though it is understood that he may resume un-official negotiations with the Nanking authorities concerning the Sino-Japanese Treaty, formal negotiations will not start until September when Mr. K. Yoshizawa, the Minister, will return.

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with PICTURES of all local events
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OVERLAND CHINA MAIL.
CHINA NEWS, LOCAL NEWS
and all the NEWS.
The Weekly paper that saves you
the trouble of writing Home.

Normal transit of newspapers via the Siberian route has not been resumed. This is one of the reasons why the people in the Old Country are all the more anxious to read of latest developments in this part of the world. The Suez Canal route remains and, for the Homeward journey, all Hong Kong papers (except not too big cuttings which go as letters) are sent that way. Won't you post a copy of the "Overland" to a friend, who will be very pleased to read its contents?

The "Overland," as is generally known, is the only weekly news budget published in Hong Kong with pictures. This week's issue tells about "Red Thursday" (a predecessor of which was the Communist demonstration outside the Chinese Legation in London); about the improvement in water supplies; about the apathy of the British public towards their own interest in China; about the floods in the North and the disasters in Japan; and, in fact, all the "local" and "China" news of the week.

In the swirl of a trying Hong Kong summer rendered all the more unbearable by the acute shortage of water, letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of H.K. 175 for three months, the "Overland China Mail" will be sent home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a chit to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to post mail home. In the march of times, the "Overland China Mail" has become the only weekly news budget which has survived. It is made just to suit requirements, as it has done all along. What more could be desired?

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"THE OVERLAND CHINA MAIL"

TO-DAY'S RADIO

BROADCAST BY
Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres: 5.30-6.30 p.m.—Programme of Dance music. (Records supplied through the courtesy of Sincere Co., Ltd.) 7.45 p.m.—Evening Water Report. 8.00 p.m.—The evening programme of Chinese music will be broadcast from the Studio G.P.O. Building. Programme consisting of music and singing, arranged by the staff of Sincere Co., Ltd. 10.30 p.m.—Close Down.

CHINA & RUSSIA

(Continued from Page 1.)

the seizure of the railroad or the particular form of anti-extraterritorial propaganda which some of Nanking's statesmen were issuing. At any rate, both coming at the same time created the unfortunate impression that Nanking was growing irritable and restless and that her foreign policy was reverting to the Hankow days of Mr. Eugene Chen. Although throughout the world there is more sympathy for China than for Soviet Russia, the issue immediately narrowed itself down to the single one that whatever changes are to be made in China's treaties and agreements, they shall be made by negotiation and not by unilateral declarations and seizures. That the leading men in Nanking hold that view is apparent from General Chiang Kai-shek's statement that China will not attempt to abolish extraterritoriality by force.

Problem Summarized

In addition to this question, the Russians have raised the issue of the use by China of "White" Russians for political and military purposes in Manchuria and Mongolia. Attaman Semenoff's name looms large in this connection and whoever is responsible for his employment, if he is employed on behalf of China, has done his country infinite mischief.

The whole problem can thus be summarized:

1. Soviet Russia demands that the question of the Chinese Eastern Railway shall be settled by negotiation and not by seizure of the railroad.
2. China demands that Soviet Russia shall cease Communist propaganda and political activities in China.
3. Russia demands that China shall not use "White" Russians to disturb the Sino-Soviet frontier.

"Peace With Honour"

Surely such issues can be settled without a resort to arms! Surely there can be "peace with honour" in any solution of these questions. China needs peace and time to work out her problems of reconstruction. Russia will not benefit from a weakened and chaotic China.

All the requirements of this situation indicate the need for peace. Yet men talk of war. Both nations might practice some of the much vaunted wisdom of which revolutionaries boast so; both nations can easily climb down from their intransigent altitudes; both nations can meet about a table and negotiate for an adjustment of outstanding issues with dignity and honour. There is enough right and wrong on both sides to make that politically possible.

BITTEN BY VIPER

SPECIAL SERUM RUSHED BY "PLANE"

A man named Walker, of Brook Road, Chatham, was sitting on a grassy bank in a lane near his home, when he was bitten on the right hand by a viper. He killed the viper and sucked the wound, but within half an hour his hand was swollen up to the wrist.

He received treatment at St Bartholomew's Hospital, Rochester, but the swelling continued, and the doctor in charge of the case advised the use of an anti-venom serum.

Telephone calls to London, however, elicited the information that the particular serum required was not available in England at the time, and, as the case was growing more serious, a telegram was sent to the Pasteur Institute in Paris asking for the serum to be forwarded immediately by aeroplane.

The request was immediately complied with, and the serum arrived by air mail. Injections were given, and the patient is now making rapid progress towards recovery.

The viper was about two feet long.

James Della, aged five, of Wigston Magna, Leicestershire, swallowed a small paint brush which pierced the lung. He died in Leicester Royal Infirmary.

OLD TAYLOR

AGED BY TIME

MONEY AND SHARES

TO-DAY'S QUOTATIONS

T.T. on London	1/11 1/2
T.T. on Shanghai	82 1/2
Bank	
H.K. Bank	\$1235 sa
H.K. London Reg.	\$125 1/2 n
Chartered Bank	1 Cum. div.
Mercantile A. & B.	\$92 1/2 n
Mercantile C.	\$154 n
P. & O. Bank	\$97 1/2 n
Bank of East Asia	\$90 1/2 n
Insurances	
Canton Insurance	\$630 n
Union Insurance	\$326 b & sa
North China Insurance	T160 b
Yangtze Insurance	\$550 n
China Underwriters	\$2 s
China Fire Insurance	\$310 b
H.K. Fire Insurance	\$770 n
Shipping	
Douglas	\$27 1/2 n
H.K. Steamboats	\$24 1/2 s
H.K. Tugs & Lighters	\$47 1/2 b
Indo-Chinas (Pref.)	\$70 n
Indo-Chinas (Def.)	\$70 n
Shell Transports (old)	\$2 1/2 n
Shell Transports (new)	
Union Waterboats	\$22 s
Mining	
Benguet	\$310 b
Kailan Mining Ad.	\$3/6 n
Langkats (comb.)	T15 n
Langkats (single)	T9 1/2 b
Shanghai Explorations	T2 s
Shanghai Loans	T4 1/2 n
Raubs	\$83 1/2 b
Tronch Mines	21 1/2 b
Docks, Wharves, Godowns &c.	
H.K. & K. Wharves	\$128 b 128 1/2 sa
H.K. & K. Docks	\$32 1/2 b
China Providents	\$420 b 435 n
Hongkows	T175 n
New Engineering	T175 b
Shanghai Docks	\$183 1/2 b
Cotton Mills	
Ewo Cottons	\$16 b
Shanghai Cottons (old)	T87 b
Shanghai Cottons (new)	T45 b
Ng Sings	T10 b
Lands, Hotels & Buildings	
H.K. & S. Hotels	\$835 b
H.K. Lands	\$50 b 60 s
Shanghai Lands	T147 b
Humphreys' Estates	\$13 1/2 b
H.K. Realities	\$815 b
H.K. Territories	
Prince's Buildings	
Public Utilities	
H.K. Tramways	\$18 1/2 b 18 60 sa
Peak Trams (old)	\$11 80 n
Peak Trams (new)	\$6 05 n
Star Ferries	\$64 b
China Lights (comb.)	
China Lights (old)	\$13 35 b
China Lights (new)	\$13 20 b
H.K. Electrics	\$56 b
H.K. Electric (new)	
Macao Electrics	\$283 1/2 n
H.K. Telephones	\$7 n
China Buses	T14 1/2 b
Singapore Traction	11/— s
Singapore Pref.	20 1/2 b
Sandakan Lts.	\$22 1/2 s
British Wireless Service	

LONDON EXCHANGES

London, Yesterday	
Paris	123.975
New York	4.85 1/2 5/32 (2)
Brussels	34.885
Geneva	25.22
Amsterdam	12.115
Milan	92.805
Berlin	20.36
Stockholm	18.10
Copenhagen	18.21
Oslo	18.20
Vienna	34.425
Prague	164
Helsingfors	193
Madrid	33.11
Lisbon	108.20
Athens	375
Bucharest	818
Rio	5 1/2
Buenos Aires	47 1/2
Bombay	1/5 25/32
Shanghai	2/4/4
Hong Kong	4/11 1/2
Yokohama	1/11 7/32
Silver Spot	24 1/2
Silver Forward	24 1/2
British Wireless Service	

GRAMOPHONE NOTES

W. Owen writes in the "Review of Reviews":

The Columbia Company has been particularly active in the publication of records of Continental orchestras in recent months, and an interesting example is Stravinsky's Fire Bird music, played by the Orchestre Symphonique, of Paris (Col. L2279-82 with album). This is conducted by the composer. It will be more interesting to those who have seen the ballet than to those who have not, and the recording is rather perfectly true, but there is an air of realism about the performance which one does not always get on gramophone records. Yet another record of Stokowski and the Philadelphia Orchestra has appeared—the Prelude to Act I and Ent'acte, Act IV, of Carmen (H.M.V. E301) which is up to their usual high standard. A disc (Col. 9646) on which the Lucerne Kursaal Orchestra plays the Overture in the Underworld Overture I found not so good as a recent Zonophone record of the same Chopin preludes—*"The Raindrops"* (D flat major, Op. 28, No. 15) and the A flat major (Op. 28, No. 17).

On the operatic records, probably the best is that of Rosa Ponselle (soprano) singing the great air *"Ernani! Ernani! In valam!"* from *"Ernani"* (H.M.V. DB1272). The recording gives a certain hardness to the voice, but it nevertheless reveals to the full its majesty. Another good soprano record, though less interesting, gives us Lucrezia Bori's version of *"Connais-tu le pays?"* and *"Me voici dans son boudoir,"* from *"Mignon"* (H.M.V. DA1017); this singer has delightful tone.

I have received a number of records of vocal "gems" from Gilbert and Sullivan operas.

From Zonophone come Parts 1 and

2 of a selection from *"The Gondoliers"* (5294). Part 3 of a selection from *"H.M.S. Pinafore"* and

Part 3 of one from *"The Yeomen of the Guard"* (both on A369), and

Part 3 and 4 of one from *"Iolanthe"* (A366). A four-part selection from *"The Gondoliers"* is recorded on Broadcast 5067-8. All these records reach a high standard.

The Zonophone discs are slightly superior to the Broadcast, but they fall short of perfection because the words, so important, are

not always clear.

Mrs. Cohen plays delightfully.

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Air Stowaway Subdued



If nobody else was excited about seeing Arthur Schreiber, left, "Yellow Bird" stowaway, on his return to America on the ss. "Leviathan," his father, Morris Schreiber, right, to whom the boy is another Lindbergh, made up for all the rest.

Arthur Schreiber, the 22-year-old boy of Portland, whose presence in the trans-Atlantic "plane" "Yellow Bird" he did not make known to the dyers until that ship was well on its way from Old Orchard, to Europe, returned to the United States on the



AQUATIC SPORTS

ARTILLERY MEN IN COMPETITION AT V.R.C.

20TH HEAVY BATTERY SCORES

The Royal Artillery held their aquatic sports yesterday at the V.R.C. before a large attendance. Some keen contests were witnessed with the honour going to the 20th Heavy Battery, who won the Aggregate Cup (and also the half mile team race on Sunday).

The Results

The results were as follows:

Inter-Unit Relay Race—1, 20th Battery; 2, 12th Battery; 3, 31st Battery.

Novices Race (50 yards)—1, Bom. Ward (31st Bat.); 2, Gnr. Slade (20th Bat.); 3, Gnr. McDonough (31st Bat.).

H.K.S. Bde. Individual Race (100 Yards)—1, Nahara Singh; 2, Mohamed Khan; 3, Mohamed Khan.

W.O.'s and N.C.O.'s Championship (150 yards)—1, L/Bom. Lamb (31st); 2 L/Bom. Breeds (12th); 3 L/Bom. Fall (20th).

Cannons' Championship (150 yards)—1, Gnr. Rosser (20th); 2, Trumpeter Oliver (12th); 3, Gnr. Purvis (20th).

Officers' Race (100 yards)—1, Lieut. Missen; 2, Lieut. Dangerfield; 3, Lieut. Wolfe Barry.

Individual Race (open to remainder of the Garrison)—1, L/C. Finlayson (K.A.S.D. Pic. Faulkner (K.O.S.B.); 3, Pte. Wilson (K.O.S.B.).

All Ranks Race (50 yards)—1, Gnr. Rosser (20th); 2, Gnr. Lewis (12th); 3, Gnr. Purvis (20th).

Girls' Race (25 yards)—1, M. Jordan; 2, E. Haslam; 3, P. Jordan; 4, Evelyn Haslam.

Boys' Race (50 yards)—1, C. Haslam; 2, B. Ulbunds; 3, G. Ribbands; 4, P. Turner.

Sub-Section Relay Race—1, 12th Battery; 2, 20th Battery; 3, 31st Battery.

H.K.B. Battery Relay Race—1, 4th Battery; 2, Centre Section on mounted Battery; 3, 5th Heavy Battery.

150 Yards Three Style Race—1, L/Bom. Lamb (31st); 2, Gnr. Clark (20th); 3, L/Bom. Wiatas (20th).

Diving Competition—1, Bom. Stidwell (20th); 2, Trumpeter Oliver (12th); 3, Gnr. Polard (12th).

25 Yards Dash—1, L/Bom. Lamb (31st); 2, Gnr. Lewis (12th); 3, Gnr. Rosser (20th).

Half Mile Team Race—1, 20th Battery.

Aggregate Cup—1, 20th Battery.

Royal Artillery Water Polo Cup—1, 20th Battery.

Junior N.C.O. Shield—1, 12th Battery.

The aggregate numbers of points scored by the three Batteries were as follows: 20th Battery (39 points); 12th Battery (21 points); and 31st Battery (18 points).

LAWN TENNIS

QUEEN'S CLUB FINALS

W. T. Tilden, the greatest of all American players, has thrice appeared in the final of the London Championship Singles at Queen's Club. The first occasion was in 1920, when he was beaten by W. M. Johnston, though this did not prevent him from going on and winning the championship at Wimbledon a fortnight later. The second time was last year, when he annihilated his fellow-countryman, F. T. Hunter, whom he only allowed to win six games in three sets; and the third was when Hunter was again his opponent.

But this time to the great disappointment of a very large crowd which had assembled, the match did not take place. The reason for this was that the two finalists were also in-partnership in the final of the doubles, in which they had to face the younger American pair, J. Van Ryn and W. Allison. With a natural desire to do themselves justice in this encounter, Tilden and Hunter arranged with the management that the doubles should be played first, so that neither of them should be exhausted in a single. Accordingly, shortly after two o'clock on a court on which rain had made some of the lines very difficult to see, and was still falling in a gentle drizzle, which at times increased to rain, the double was staged.

And a very good match it proved to be, showing Van Ryn and Allison as a pair persistent in attack and ready and anxious to push it home. Fortune swayed in the first set, each side leading in turn, but the

Besides making good scores, Gage Sarazen, the American golfer, had to smileingly comply with all the demands for autographs.

tion as is likely to be attained: he made an occasional mistake in the rallies, but no better partner could be wished for. Tilden was variable: he made, as he always does, some marvellous shots, but he missed great many. His judgment, too, was at fault, for, because Allison was making an occasional mistake overhead, he fed him for too long with easy ones, off which, when his eye was in, he made smashes which were quite unreturnable. He was the mainstay of his side: he won many rallies off his own racket, in a style which must have made Tilden and Hunter think they were again opposed to a Hawkes. Van Ryn was brilliant, especially in the recovery of difficult shots, but he made many mistakes.

Still, this young American pair

WATER POLO

CHINESE TEAM VICTORIOUS AGAIN

LEAGUE POSITIONS

younger pair eventually got it at 11—9. The second set was quickly claimed by Hunter and Tilden at 6—2; but the third was again a great struggle. Game by game the score reached 4 all: then Van Ryn won his service game to love to lead 5—4, only to lose the next three and the set, luck having been bad against the junior pair in the eleventh game. In the fourth set Van Ryn and Allison led until Van Ryn's service was dropped in the fifth game; and from this loss they could never recover, Tilden and Hunter winning the set 6—3 and Hunter winning the match.

The results were as follows:

Inter-Unit Relay Race—1, 20th Battery; 2, 12th Battery; 3, 31st Battery.

Novices Race (50 yards)—1, Bom. Ward (31st Bat.); 2, Gnr. Slade (20th Bat.); 3, Gnr. McDonough (31st Bat.).

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The aggregate numbers of points scored by the three Batteries were as follows: 20th Battery (39 points); 12th Battery (21 points); and 31st Battery (18 points).

have got to be reckoned very seriously with when the doubles come on at Wimbledon. Shortly after the conclusion of this match it was stated that the final of the singles would not be played, Hunter retiring in favour of Tilden, the cup-holder. Subsequently, however, a further announcement was made that the prizes would be divided.

On a court much cut about by the men's doubles, in spite of the fact that Tilden had played nearly all the time in his socks, Miss Goldsack and Miss Ryan had quite a good match in the women's singles final. At first Miss Ryan's chops and drops and slices on a surface which just suited her were too much for Miss Goldsack to cope with, and the Californian had arranged the first set at 6—2. Miss Goldsack, however, driving well and generally managing to pass Miss Ryan when the latter came in to volley, took the second set at the same score.

After a very long opening game, which Miss Ryan at length won, she increased her lead to 4—1 in the final set; and though Miss Goldsack fought bravely to the finish, one more game was all that came her way. Miss Ryan's drop shots towards the end, scored many points for her, but on a court which gave more value to the pace of Miss Goldsack's drives the result might have been different.

It is understood that a new Association will shortly be formed for the purpose of promoting swimming in the Colony for amateurs. It will be known as the "Hong Kong Amateur Swimming Association," and it is also understood that a meeting has been arranged for August 15.

From the tentative rules, it appears that the objects of the Association are to look after the selection of candidates for inter-ports, to arrange, manage and control amateur championship and other aquatic events of the Colony.

It appears that the standard of swimming in the Colony will also be looked after by the Association, for in the rules mention is made that the training of members for inter-port swimming contests, water polo matches, and other aquatic events will also be undertaken.

Playing Cards, Cigar and Cigarette Ash Trays will be given free to purchasers of dozen bottles of Elbschloss Beer.

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LICENCE WITHDRAWN

WELL-KNOWN AUSTRALIAN
TRAINER IN TROUBLE

London, July 18.
The Stewards of the Jockey Club have withdrawn O'Sullivan's training licence.

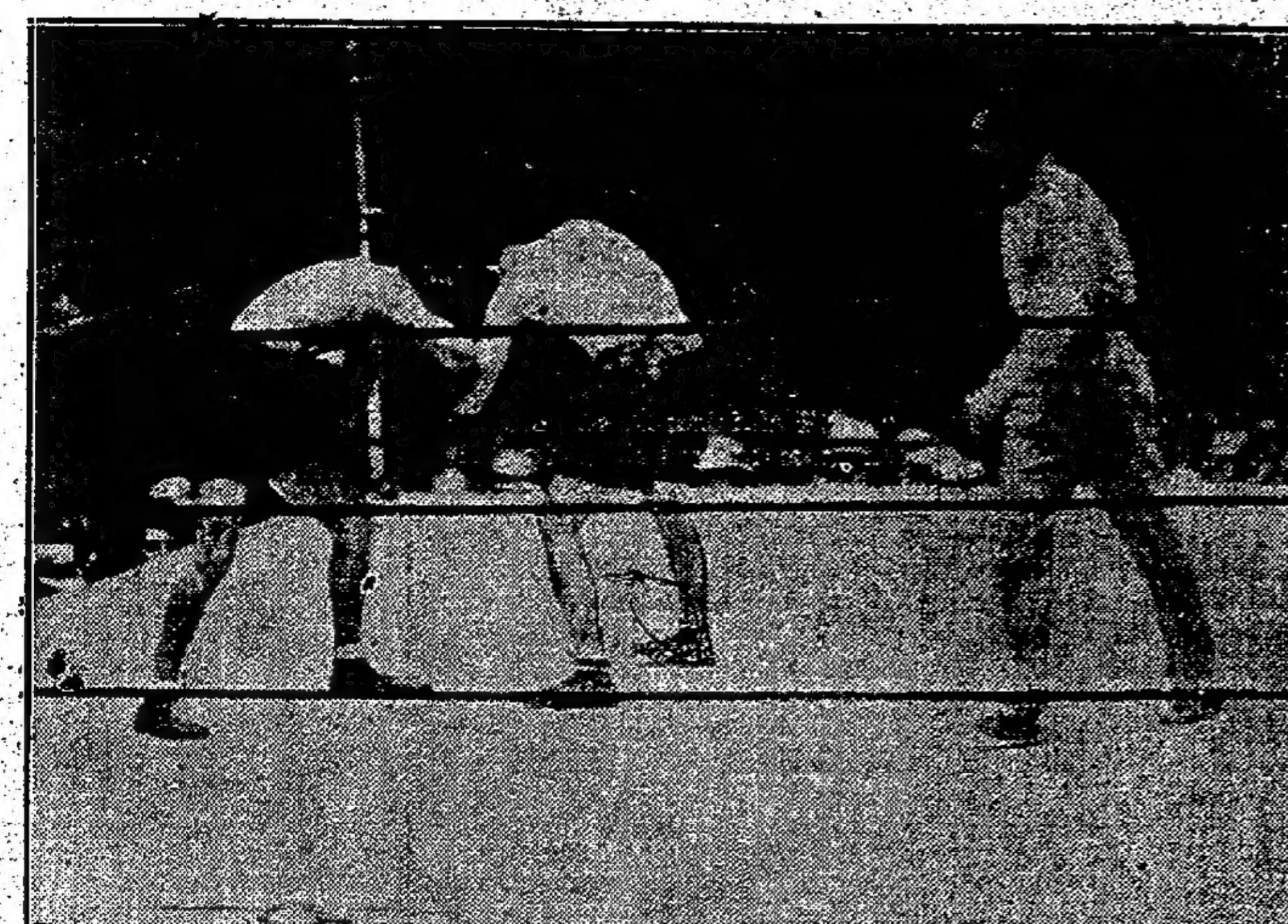
They are unable to accept his explanation regarding the difference between Cheorio's running when winning the Bibury Cup at Salisbury on July 10 and in previous races.

O'Sullivan, who is an Australian,

was formerly a trainer of athletes and boxers. After the War, he took up racehorse training and during his residence in England has occupied six establishments—Wan-

ton, Doncaster, Malton, Bishops
Canning, Tilshead and Devizes,
meeting with considerable success.

OLD TAYLOR
AGED BY TIME



Plenty of catch-as-catch-can wrestling was exhibited in the Milk Fund bout between Maxie Schmeling and Paulino Uzcudun, but Maxie showed enough cleverness at boxing to get the decision over the Bezzar of the Basque in New York. Here they are in a pose which they struck more than any other during the fifteen rounds they were in the ring.

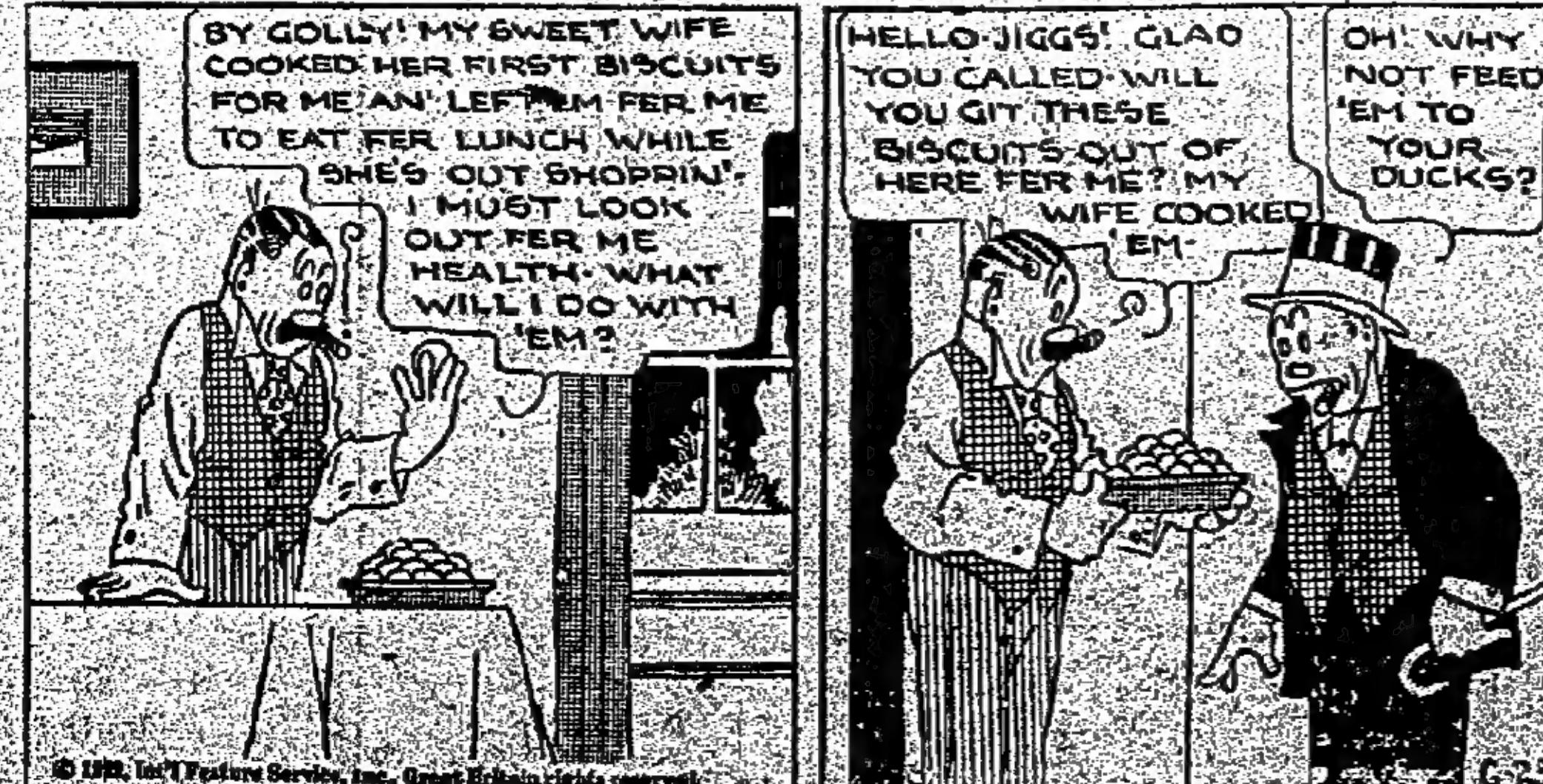
BRINGING UP FATHER.

JUST LOOK AT THEM SWALLOW (EM).

THAT WUZA GOOD IDEA OF YOURS JIGGS!

SUNK!

AN' THOSE WERE PET DUCKS OF HERS!!!



World News In Pictures

Royal Eye Inspects Eclipse



His Majesty, the King of Siam, an ardent movie fan, wouldn't let such an important event as the eclipse of the sun go by unwatched. He is shown with his cinema camera during recent solar observations at Fattani, Siam.

Mount Ranier Takes Two Lives



Forest rangers are engaged in final efforts to locate the body of Forrest Greathouse, inset, Seattle high school coach and former team mate of "Red" Grange, who, with Edwin Wetzel, of Milwaukee, Wis., lost their lives returning from the season's first ascent of Mt. Rainier, when their party dropped into a blind crevasse on 13,000 foot level. The picture above was taken three days prior to the accident and shows two mountaineers who made the ascent as one of them slipped into a slight crevasse. Wetzel's body has been recovered, but all efforts to find Greathouse have failed.

An Old-Time Canadian



He is a member of the Kwakiutl tribe, of the islands and shores of Nootka's tribe of West Coast Indians and this is the regalia in which he appeared when his tribe welcomed the Governor-General of Canada but it shows that on his recent trip on Canadian Pacific steamship Princess Norak to be found still in the Dominion.

Millions Damage Done By Fire



Only the fortunate shift of the wind saved the city of Mill Valley, California, from the destruction visited on more than 100 suburban homes by a raging forest fire which 2,000 volunteers were unable to bring under control. The aerial view above shows the fire advancing over the mountains on the town of Mill Valley nestled in the valley. Property damage is estimated at well over \$1,250,000.

Mexican Priests Return To Parishes



Rt. Rev. A. J. Schuler, center, of El Paso, Texas, acts as host to many of the exiled Mexican priests who are now on the way back to their churches. The recent settlement between the Mexican Government and the Catholic Church is being carried out without any trouble from zealots who were at first expected to attempt preventing the terms being carried out.

More Boys Planning to Make Buchanan's Alaska Tour



George E. Buchanan, sponsor and backer of and rooter for the movement of boys to Alaska, is planning to take 50 or more to the far north the coming summer. Buchanan, who is president of the Detroit Coal Exchange, two coal companies and a hotel, believes that a trip to Alaska will be a wonderful formative incident in his life. He has already taken 300 boys to Alaska, and this will be his seventh annual personally conducted tour. The boys, ages 9 to 17, must earn one-third of the cost of the trip (\$125.00); the sponsor, who is a third, and Buchanan bears the boy's one-third, which is to be repaid later at the boy's leisure.

Buchanan, who gets letters from all over the United States and Canada addressed "Alaska, Buchanan, Detroit," tell the boy who writes to him direct from anywhere how he can earn his third by selling pencils, matches, candies, nail steel, bushels, etc. Boys who qualify go westward through Canadian Rockies, across Baffin and Lake Louise, then north to Alaska on the "Princess Louise." They see the wonders of Alaska and return by the "Princess" to Vancouver and homeward through the United States, thus viewing the fine scenery in Canada, Alaska and the States. Buchanan goes with them on every trip and gives them his personal care. When asked what he did if they got sick, he declared that they did

not get sick, or if they had a bit of indisposition, the wonderful climate peped them up and put them back on their feet immediately. "One boy gained 15 lbs. during the month's tour," said Buchanan, and every boy has gone home a better boy physically, mentally and as a young business man. He has seen Alaska's wonders and has earned part of the money to finance the trip, which covers about 2,000 miles and lasts a whole month. One of my youngest boys, who is 5 years old, has already earned about \$30, and if he gets his third together on his own efforts, he will be in our party this summer, even if he is only six years old. Any boy, anywhere can go, provided he gets his parents' consent and earns his third."

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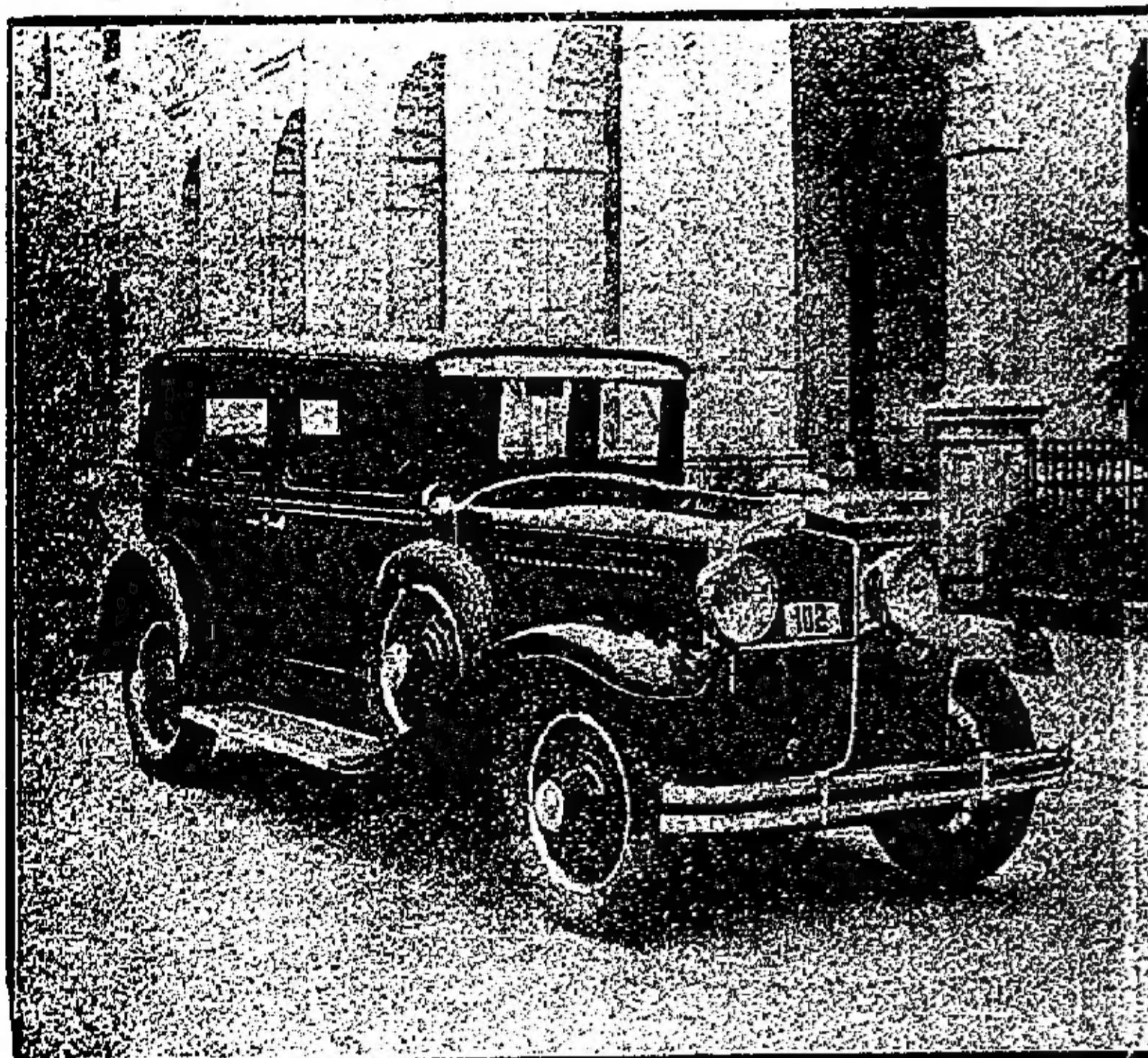
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THE MOTORISTS' PAGE

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WHIPPET SIX SPEEDY PERFORMANCE IS CHARACTERISTIC

Although the new Whippet Six has the same bore and stroke and the same basic design as its speedy predecessor, these models develop seven horsepower more on a brake test and will travel considerably faster. In accelerating and hill-climbing, too, the Whippet Six cars outdo their predecessors. Numerous improvements have contributed to the better performance.

The Superior Whippet Six motor has a compression ratio of 5-1/8 to 1, as compared with 4-1/2 to 1 heretofore used. The brake horsepower is 50 at 3,000 R.P.M., as compared with 43 horsepower in the previous models at 2,800 R.P.M. The improved high-compression engine has a seven-bearing crankshaft and an extremely efficient force feed oiling system which keeps all necessary surfaces properly lubricated at all times.

Largely because of the higher compression ratio in the new engines, the Whippet Six shows a highly satisfactory economy. Further contributing to higher maximum speed and greater flexibility for driving in traffic are changes in the rear-axle gear ratio from 4.89 to 1 last year to 4.55 to 1 in the present models.

Comparison of the specifications make it apparent that the Willys-Overland engineering staff has amply provided throughout the car for the stresses and strains and the wear and tear imposed by use of high car speeds. The frame is heavier and is strengthened by five cross-members. The propeller shaft is now 2 inches in diameter instead of 1-3/4. Front springs are 2 inches longer and rear springs are 1-1/4 inches longer. The total braking area is 200-1/4 square inches.

The "Finger-Tip Control" has contributed materially to higher road speeds in night driving. Because the operator is enabled to tilt the bright rays of his headlights upward or downward without dimming and without shifting his customary driving position, he is enabled to maintain a smooth, even pace in passing on-coming cars.

1,000,000 FORDS

A REMARKABLE TRIBUTE

In 14 months time, the 1,000,000th Ford car of the new dynasty has gone into active commission, writes Maurice Sampson in the June number of "The Autocar," in which he not only gives some remarkable figures but also writes an interesting account of the upbringings of the "A young lady of note," as he puts it.

What this means in the way of terrific effort, the article continues, of infinite pains, and in marvellous organization is best shown by the bald statement that it took seven years to reach an equal output of the old "Lizzie."

When one comes to think of it, the total withdrawal from circulation of all Ford stories and jokes in face of the birth of Model A is one of the most remarkable tributes to the complete thoroughness with which this new Elizabeth was set on her throne.

As the daily output (at Trafford Park) is approximately 170 at the present time, and as 480 minutes compose a working day, it has taken each car approximately 2.8 minutes to become complete from start to finish.

When Edsel Ford, son of the head of the firm, cut the first sod of the new factory at Dagenham, he intimated that the Trafford Park plant would some day be used for making spares. Fancy a factory employing about 4,000 hands being looked upon as a suitable plant for the output of spares!

Thus Henry Ford still remains, and is likely to for some considerable time, "the" dominant figure in the automotive world. When he first started making automobiles, he must have thought the Biggest Think ever Think!

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LOOKING AHEAD

GROWTH OF MOTORING PHENOMENAL

Looking ahead, Walter P. Chrysler visions prosperity for America and improvement as a trend for almost all other countries. In a message to the American press, Mr. Chrysler said: "Good times should be experienced not only by the great majority of our own people but by those of almost every other country in the world which is at peace. War is the enemy of prosperity. Nations which turn to the sword and machine gun are bound to suffer."

The present rate of prosperity, which would have been considered abnormal only a few years ago, is in thorough keeping with the modern speed with which we do things—a speed to which the automobile has contributed mightily. Generally speaking, business is excellent and will be better in most lines. Manufacturers, wholesalers and retailers are not unduly over-extended in credit. Industry is not suffering from the over-production which has sometimes characterized it in the past. I can see nothing but good signs along the road of business for the present year.

Our automobile industry will achieve another production and sales record. I believe the figure will be approximately 4,750,000 cars by the end of next December. I believe the United States and Canada will export, during the year, approximately a million automobiles thus realising an ambition that has dominated our manufacturers for some time.

ECONOMIC VALUE

People all over the world are turning to the automobile. Its economic and utilitarian value has been firmly established. Both overseas and American manufacturers are now supplying comfortable, efficient and economical machines within the financial reach of increasing numbers of persons in all countries. The fact that we exported \$425,000,000 worth of automotive products in 1928 has contributed not only to the prosperity and the new production and sales record just made by the automobile industry, but has had a tremendous influence in popularising all types of motor cars abroad, foreign as well as American.

Other Governments are beginning to take intelligent notice of the growth of motoring among their peoples. They are encouraging this factor of prosperity and civilisation by creating new highways and by many other means, as well.

During the next decade vast territories in South America, Africa, Australia, Asia and elsewhere will be developed to a higher state of agricultural and industrial activity. I believe notable progress will be witnessed in this direction largely through the importation of motor cars and the creation of new highways through jungles, plains and deserts.

MAGIC WADDING

A REAL LABOUR-SAVER FOR CARS

Cleaning the bright parts of the car is a task which few owners really relish, though the advent of chromium plating is doing much to save labour in this respect. It is particularly gratifying to discover a preparation which renders easier the polishing of ordinary nickel and brass. Such, very definitely, is Duraglit, a product known as Magic Wadding. It consists of wadding saturated with a special liquid, a small portion being torn off for the job in hand. This is rubbed lightly over the parts to be polished, and then finally a clean, dry cloth is used.

The material possesses the advantage of not spilling over other parts of the car where it is not wanted, as often happens with a liquid. Then the same piece of wadding can be used several times. Further, waste is prevented, since no more of it need be used than is required at the moment, and no deposit is left in the nooks and crannies found on every car. Duraglit can be used effectively on glass and on celluloid side screens, as well as on wood and paintwork. It has been actually tried on a radiator and on various small bright parts, none of which had been cleaned for several weeks. With the very minimum of labour an excellent result was produced in every case.

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CAR DESIGN

SOME DISADVANTAGES POINTED OUT

Apparently no advantage is without its disadvantage in motor car design. Now everyone knows that these narrow, deep radiators are snappy in appearance and have contributed immeasurably to the frontal view of the car. That's their advantage. The disadvantage, from the engine's point of view, is that their rectangular shape prevents them from being swept completely by a circular fan. The ideal radiator, incidentally, would be round, but it would not be handsome, according to present tastes, so our radiators are not ideal but smart.

Cradling the engine in rubber is another advantage that seems to have its deficiencies, but in some designs it makes for instability in the front of the car by removing the possibility of using the crankcase as a cross member. But then, if the advantage outweighs the disadvantage, that is all one could reasonably ask.

GOOD INNER TUBES

Not all motorists realise the importance of using only good-conditioned tubes in their covers. The length of life of a tube can only be ascertained by the tube being run until it dies, and it will probably die on the road, causing considerable inconvenience and possibly expense—through damage to a cover. The appearance of a cover will show when it is nearing the end of its life, but the tube is hidden, and its condition cannot be gauged unless the cover is removed. The trouble or expense involved in removal of a cover for the inspection is at nothing compared with the inconvenience caused by the death of an old tube on the road. It is false economy to use very old tubes when fitting new covers. The life of a tube depends considerably on its quality and construction, and naturally longer life and less trouble may be anticipated when high-grade tubes are used.



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Last victories:

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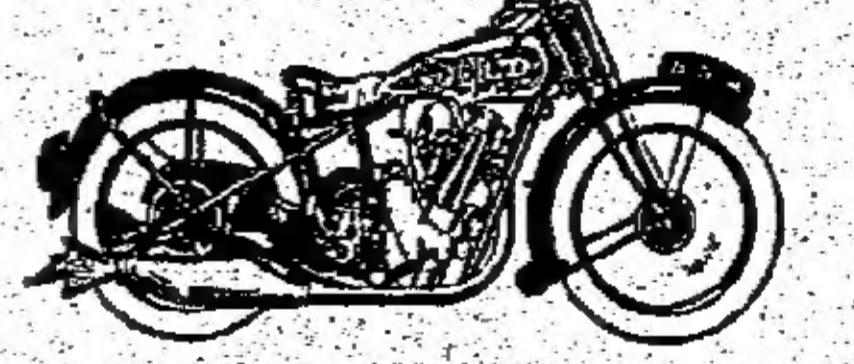
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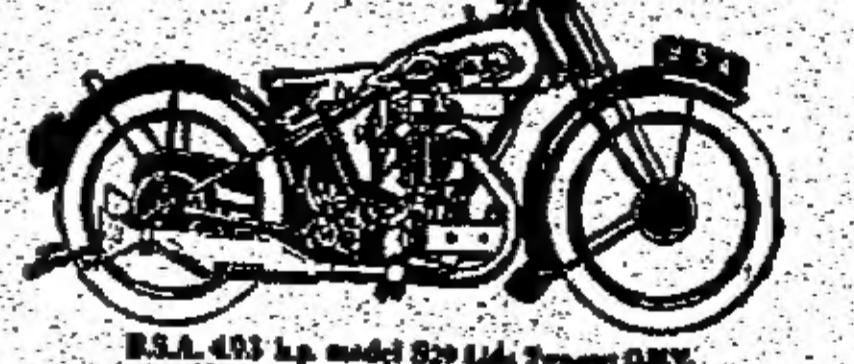
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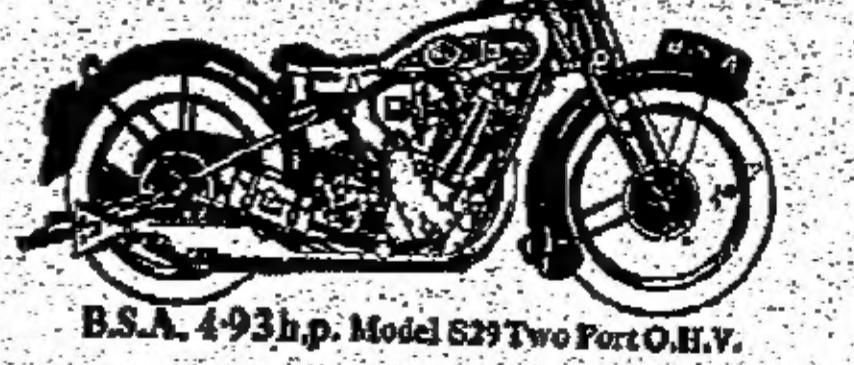
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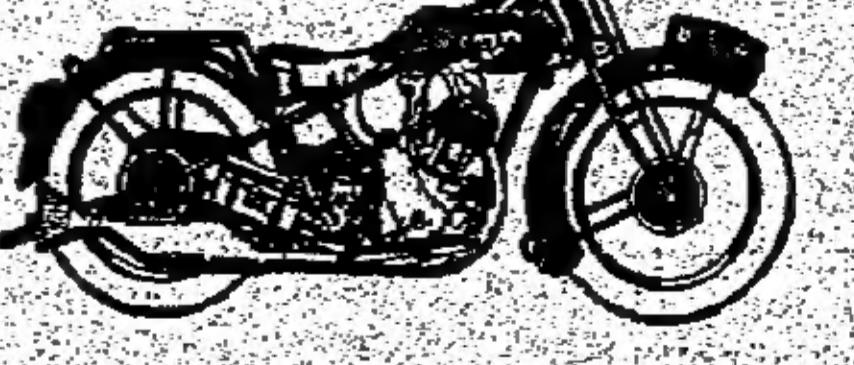
B.S.A. 349 h.p. Model L29 Two Port O.H.V.



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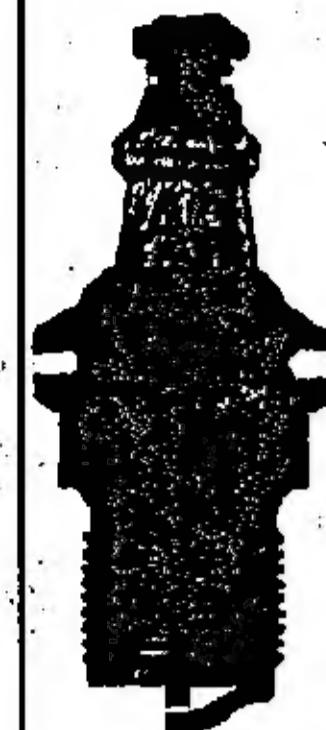
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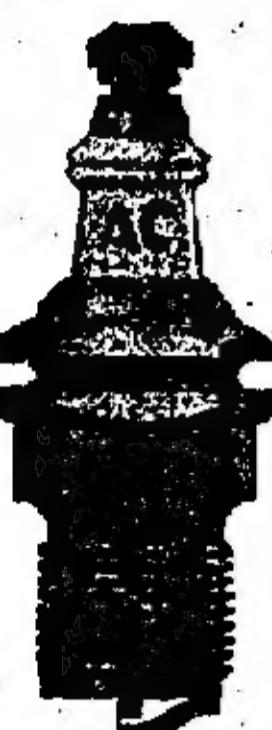
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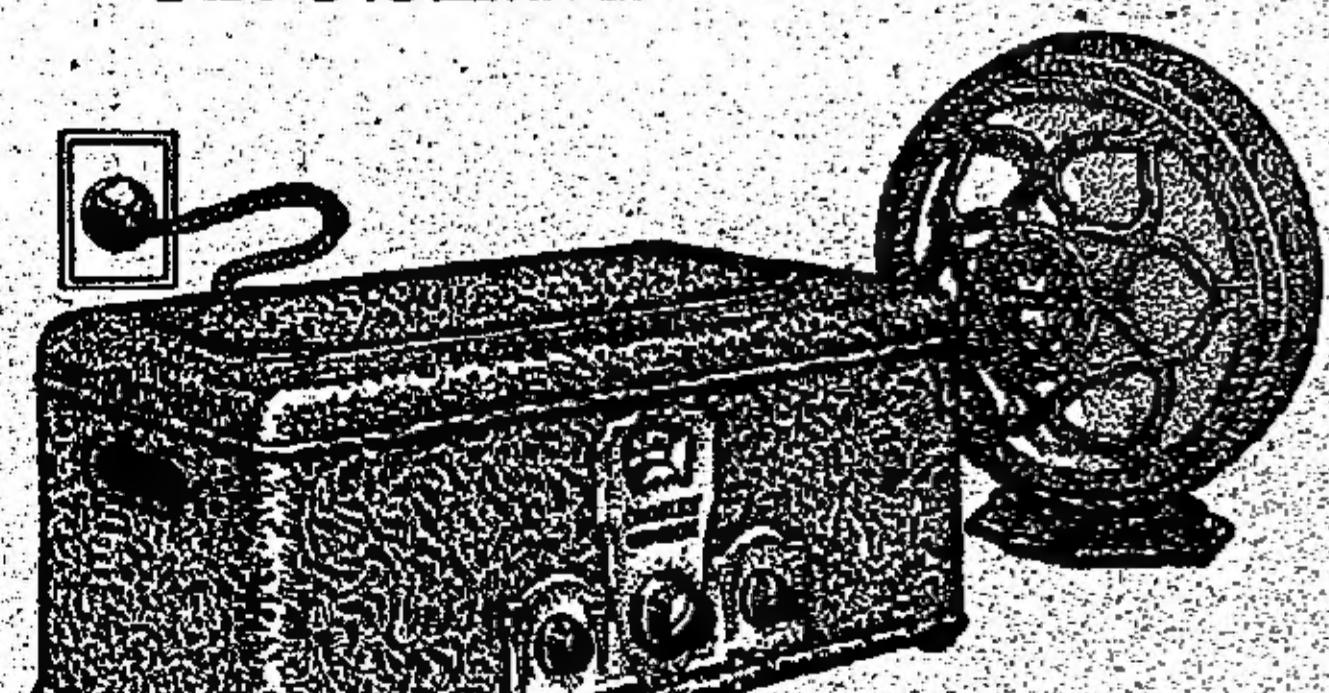
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THE NEW A.C. ELECTRIC 7 TUBE

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THE AUTOMOBILE

THE FATHER OF PROSPERITY

[By Alfred Reeves, General Manager of the National Automobile Chamber of Commerce.]

way in supplying individual transportation without the necessity for time tables.

This extraordinary development has given work to many people and distributed money through many channels.

It has increased the efficiency of the doctor, the business man and even the housewife.

Trucks have lowered the transportation cost of commodities to the point where they have been outstanding contributors to the general wealth of the country.

The old cry that the motor vehicle was uneconomic and withheld money from home-building, from insurance and from general investments, has received a substantial setback, because coincident with record of motor car sales we have the biggest savings accounts, record investments in stocks and bonds, an unparalleled increase in insurance and the building of more and better homes than ever before in history.

Of more than ordinary interest is the fact that this great industry has been erected on the highest wage scale ever known and with a constant lowering of the prices for the consumer of the product.

The introduction of more and better machines has never been questioned by the workers, as happened in the old days when workers fought the new machinery for fear it would decrease the number of jobs.

Leaders of the motor industry take pride in the fact that motor cars are being sold at less than pre-war prices and that practically every buyer makes his purchase in the firm belief that he is receiving the full value for his money.

We find motor vehicles giving record freight returns to the railroads and adding materially to the increased business in repair parts, tyres, servicing, labour, gasoline, lubricating oils; garage structures and garaging; salaries of chauffeurs and truck drivers; insurance, registration and taxes, and road and street construction with their maintenance.

Before stating the very large part which the automobile has played in the prosperity of the past ten years, and its policies for the future, let us first be clear-minded enough to indicate some of the additional forces which have brought this about. The motor's part can hardly be disputed. But there have been other elements in the situation.

Restriction of immigration has had a lot to do with it because it has kept the purchasing power of the worker on a high plane, and no less an authority than Eugene Grace of Bethlehem Steel recently expressed the view that this was very important for prosperity.

Prohibition has reduced the amount of drinking and has meant that man power in the factories is far more efficient than it was in the pre-prohibition days. I am aware that this is a controversial subject and I do not wish to get into the arguments of the merits or demerits of the proposition as a whole, but industrialists are pretty generally agreed that, as far as plant operations are concerned and the prosperity of workers' families, the improvement from this cause has been very considerable.

Credit has also been given to Calvin Coolidge for the prosperity of the era, and properly so. Mr. Coolidge was of course favoured by all these other circumstances, but his temperament and policies in the White House encouraged business in the feeling that it could proceed safely along progressive lines without disturbance from government.

Where The Automobile Fits In

But when all these factors have been realized, we then come to these questions: What provided the employment for men thrown out of work by machine improvement? What instrumentality made it possible to utilize vast new areas of land for suburban homes?

What industry provided a market for the surplus of raw materials which existed during the early part of the last decade?

What instrument created an enormous tourist business by which an annual re-discovery of America is made by the summer vacationist?

The automobile is, to be sure, the answer to these questions, but let us not rest with the feeling that when we have said that we have told the whole story. The leaders in the industry are familiar with these points and realize their validity, but it is important for all of us in the business to consider the facts behind these opinions which we hold, so that we may present these for the consideration of bankers, economists and others who are interested in the present standing and in the future of the motor industry.

Keeping Up Velocity Of Currency.

W. Trufant Foster and Waddill Catchings have made a very thorough analysis of the effect of the automobile on prosperity, in general, especially with regard to providing new jobs and taking up the slackened employment which occurs in various industries when productive efficiency is improved.

In considering prosperity and the automobile, it is important to look at the key thoughts of the Foster-Catchings theory. We can simplify the picture somewhat by taking a

small town. If "the factory" in that town is active, one thousand workers are employed. One thousand families buy bread, clothing, furniture and fuel. At least one merchant in each line is kept busy, and these merchants are passing on orders to the suppliers of bread, clothing, furniture and fuel, thereby keeping the makers of those products busy. The merchants have prospered, the makers of bread have prospered, and, in turn, these makers are customers, to some extent, for the original factory in the small town, whether it is producing automobiles, clothes pins, or cheese crackers. In other words, once money is used to keep the wheels of one industry going, the healthy effect is registered all along the line.

On the other hand, if "the factory" closes down in our small town, a thousand men are thrown out of work, a thousand families buy as little as possible of bread, clothing, furniture and fuel. The merchants in these products feel the pinch of hard times. They send in fewer orders for supplies. Nobody can afford to buy more cheese crackers, and there is no immediate prospect of the local factory's starting up again.

That kind of slipping is likely to come upon an industrial community every seven years or so in the opinion of Messrs. Foster and Catchings, unless some new industry or some super-spurt in old industry occurs to keep the wheels moving in the positive rather than the negative direction.

The Growth of the Automobile

The enormous growth of the automobile made possible by its time-saving facility, and by the willingness of people to work harder and more efficiently in order to have this facility, has accordingly been the economic saving of the community during the past ten years. Look, for example, at the table of motor vehicles sold and the wholesale value of these from 1918 to the present day.

Year	Number of Cars Sold	Wholesale Value
1918	1,170,686	\$1,236,106,917
1919	1,933,595	1,885,112,546
1920	2,227,349	2,236,420,373
1921	1,682,365	1,261,666,550
1922	2,690,627	1,793,022,708
1923	4,167,455	2,592,083,428
1924	3,733,492	2,367,413,015
1925	4,427,660	3,015,183,662
1926	4,503,531	3,214,817,491
1927	4,573,671	2,700,705,755
1928	4,600,000	3,500,000,000

There have been a vast volume of currency and great growth and employment brought about by the rise of a new industry. The cry that went up when this phenomenon first took place was that the automobile factories were simply taking money away from other businesses. This has not been the case, in the main. There have been certain industries which have held their prices at wartime levels or nearly so. Such industries have not had their relative share of growth and would not have any circumstances.

The motor car and the motor bus did replace certain types of railway transportation business but have added to the railroad trade in enormous freight shipments and in acting as feeders in short haul motor routes to the main lines.

The layman is inclined to ask where all this wealth came from and if it was not taken from someone else. The answer is that it came from the growth of prosperity which an active industry creates, and from the time-saving value of the motor vehicle. In all sections of the country suburban communities have been increasing. This means that land which formerly had little value has been put into use for home sites. This development has come because of the automobile.

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